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Airport Information For KATL

Terminal Charts For KATL

Revision Letter For Cycle 01-2015

Change Notices

Notebook

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: 4.9°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: 1243 Z
Sunset: 2243 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: 9999 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 1024 ft
Lighting: Edge, Centerline

Runway: 09L
Length x Width: 12390 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

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: 9999 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 996 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: 12390 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 985 ft
Lighting: Edge, ALS, Centerline
Displaced Threshold: 500 ft

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
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 128.575
Atlanta Approach Control 127.9 (90°-269°)
Atlanta Approach Control 128.0
Atlanta TCA 128.0
Atlanta Departure Control 125.7
Atlanta Departure Control 125.65
Atlanta Departure Control 135.375
Atlanta Departure Control 128.575
Hartsfield - Jackson Atla Unicom 122.95
Macon Flight Service Station 122.1 RCO
Macon Flight Service Station 116.9 RCO

ATLANTA CLASS B AIRSPACE

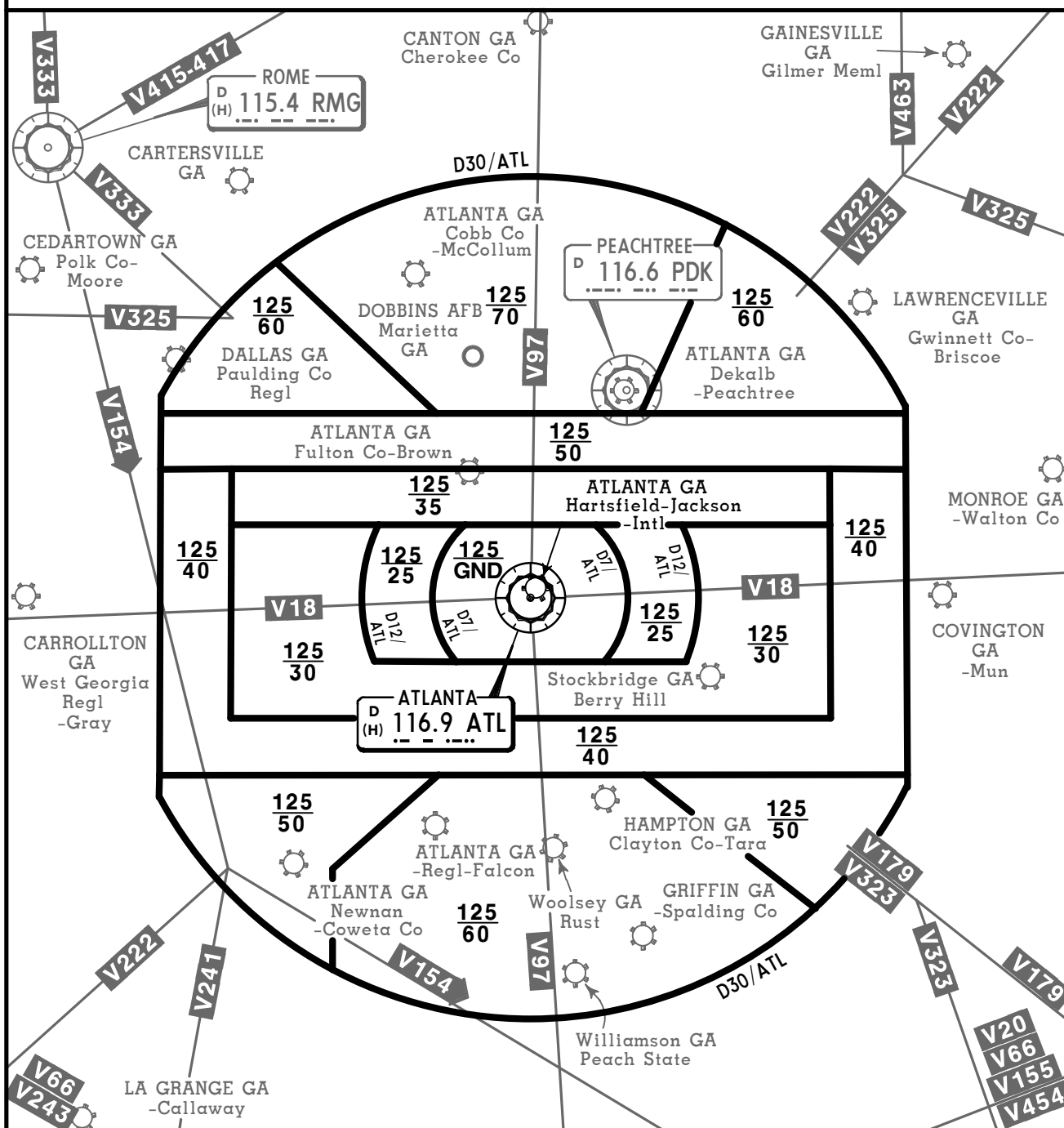
CLASS B AIRSPACE VFR COMMUNICATIONS

N of V-18 & W of V-97 **Atlanta App** 121.0

N of V-18 & E of V-97 **Atlanta App** 126.97

S of V-18 & W of V-97 **Atlanta App** 119.8

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

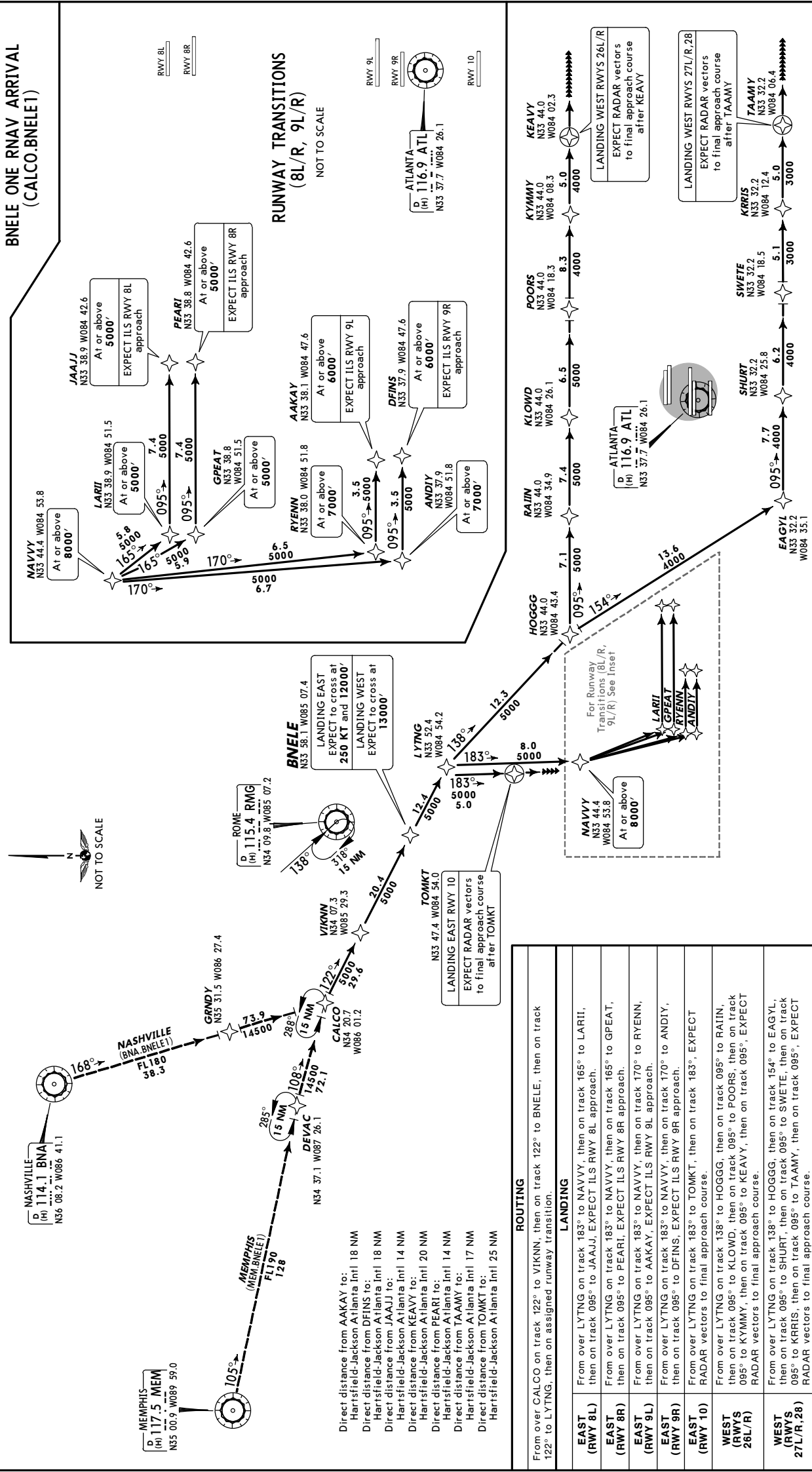
IFR Flights-Aircraft within Class B airspace are required to operate in accordance with current IFR procedures.

VFR Flights-

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

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



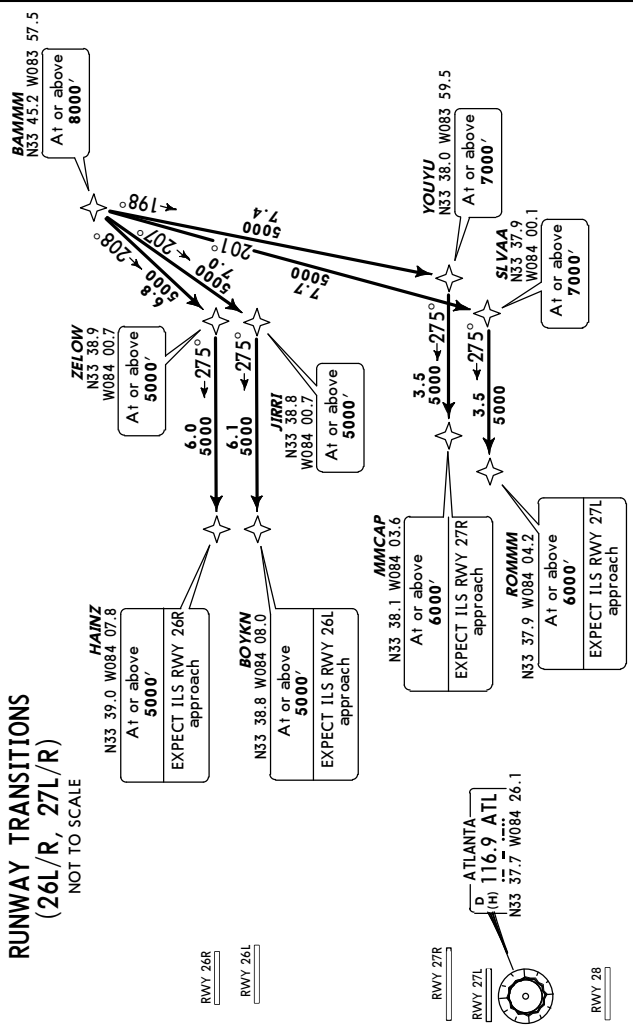
1. DME/DME/IRU or GPS required. 2. RADAR required. 3. RNAV 1.
4. This STAR applicable to turbojet aircraft only.

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

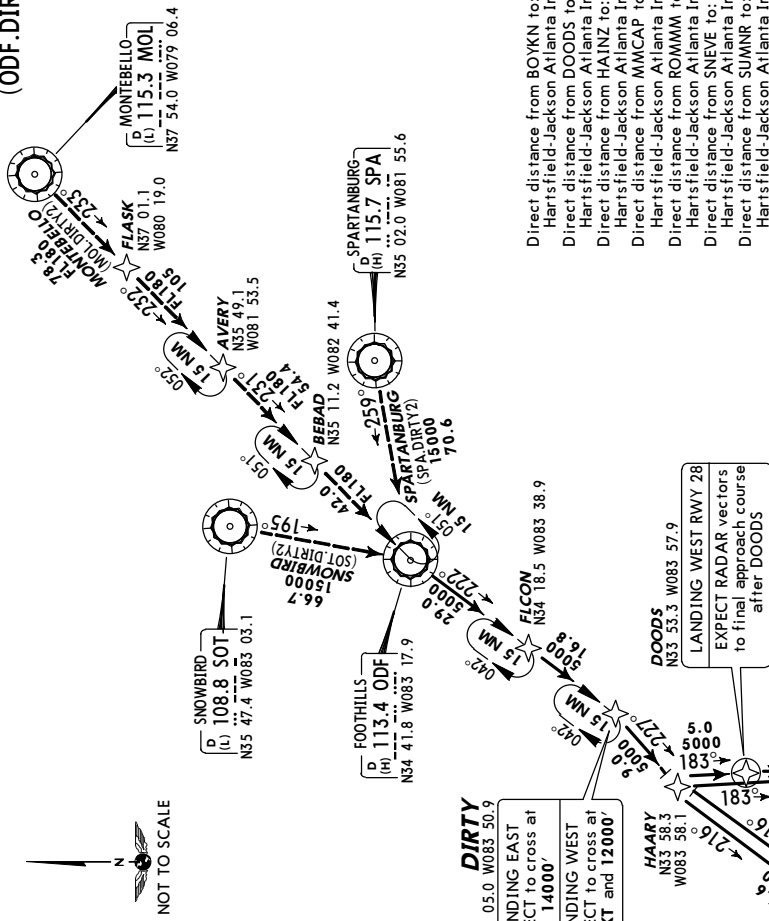
Apt Elev
1026'

D-ATIS
Arrival
119.65

RUNWAY TRANSITIONS
(26L/R, 27L/R)
NOT TO SCALE



DIRTY TWO RNAV ARRIVAL
(ODF.DIRTY2)



ROUTING

From over ODF on track 222° to FLCON, then on track 222° to DIRTY, then on track 227° to HAARY, then on assigned runway transition.

LANDING

EAST (RWYS 8L/R)	From over HAARY on track 216° to KILRR, then on track 275° to GAASS, then on track 275° to KLOWD, then on track 275° to REAKS, then on track 275° to TRAPE, then on track 275° to SNEVE, then on track 275°, EXPECT RADAR vectors to final approach course.
EAST (RWYS 9L/R, 10)	From over HAARY on track 216° to FRYES, then on track 275° to SHURT, then on track 275° to STUIUF, then on track 275° to SNEVE, then on track 275° to SUMNR, then on track 275°, EXPECT RADAR vectors to final approach course.
WEST (RWY 26L)	From over HAARY on track 183° to BAMMM, then on track 207° to JIRRI, then on track 275° to BOYKN, EXPECT ILS RWY 26L approach.
WEST (RWY 26R)	From over HAARY on track 183° to BAMMM, then on track 208° to ZELOW, then on track 275° to HAINZ, EXPECT ILS RWY 26R approach.
WEST (RWY 27L)	From over HAARY on track 183° to BAMMM, then on track 201° to SLVAA, then on track 275° to ROMMM, EXPECT ILS RWY 27L approach.
WEST (RWY 27R)	From over HAARY on track 183° to BAMMM, then on track 198° to YOUYU, then on track 275° to MMCAP, EXPECT ILS RWY 27R approach.
WEST (RWY 28)	From over HAARY on track 183° to DOODS, then on track 183°, EXPECT RADAR vectors to final approach course.

SNEVE
N33 43.9 W084 49.0
LANDING EAST RWYS 8L/R
EXPECT RADAR vectors
to final approach course
after SNEVE

SUMNR
N33 32.2 W084 44.8
LANDING EAST RWYS 9L/R, 10
EXPECT RADAR vectors
to final approach course
after SUMNR

CHANGES: FLASK waypoint name, renumbered.

[illegible]

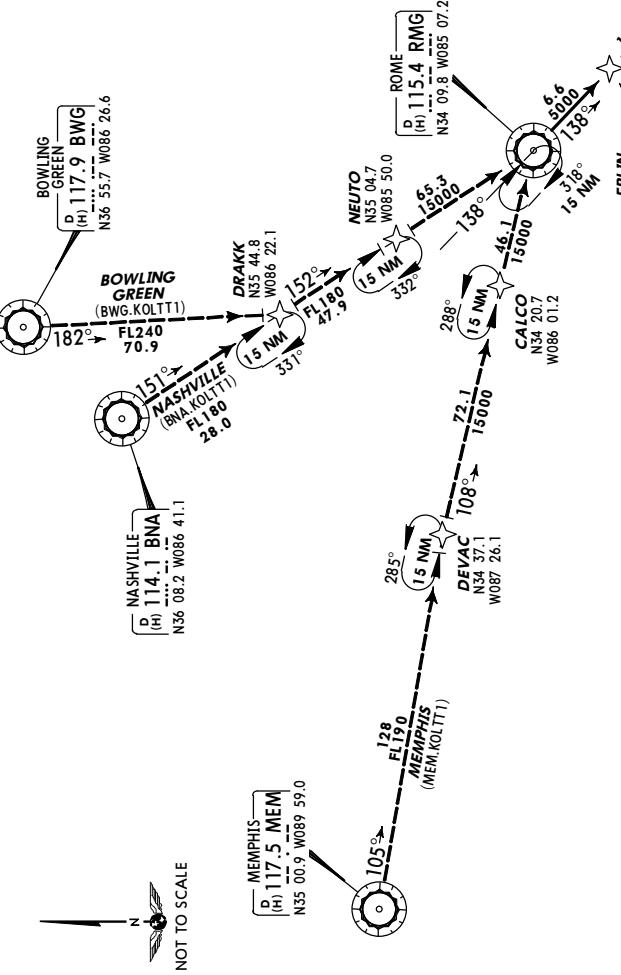
D-ATIS
Arrival
119.65Apt Elev
1026'

Alt Set: INCHES

Trans level: FL180

Trans alt: 18000'

1. DME/DME/IRU or GPS required. 2. RADAR required. 3. RNAV 1.
4. This STAR applicable to Turbojet aircraft only.



Direct distance from AAKAY to:
Hartsfield-Jackson Atlanta Intl 18 NM

Direct distance from ALLEI to:
Hartsfield-Jackson Atlanta Intl 24 NM

Direct distance from DFINS to:
Hartsfield-Jackson Atlanta Intl 18 NM

Direct distance from KEAVY to:
Hartsfield-Jackson Atlanta Intl 20 NM

Direct distance from STRMM to:
Hartsfield-Jackson Atlanta Intl 23 NM

Direct distance from TAAAMY to:
Hartsfield-Jackson Atlanta Intl 17 NM

ROUTING

From over RMG on track 138° to ERLIN, then on track 138° to KOLTT, then on assigned runway transition.

LANDING

EAST (RWYS 8L/R) From over KOLTT on track 138° to TUNDR, then on track 183° to STRMM, then on track 183°, EXPECT RADAR vectors to final approach course.

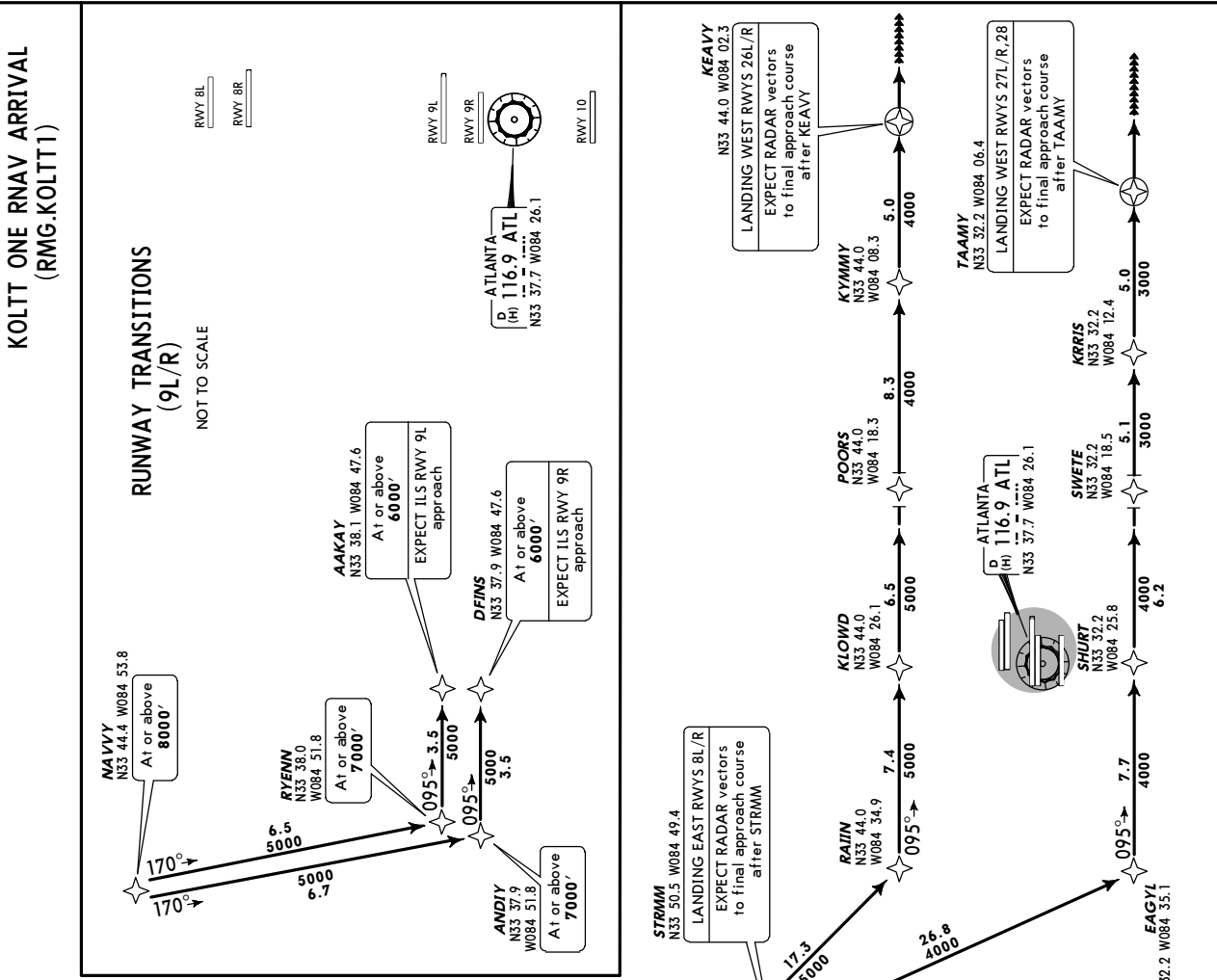
EAST (RWY 9L) From over KOLTT on track 189° to NAVVY, then on track 170° to RYENN, then on track 095° to AAKAY, EXPECT ILS RWY 9L approach.

EAST (RWY 9R) From over KOLTT on track 189° to NAVVY, then on track 170° to ANDIY, then on track 095° to DFINS, EXPECT ILS RWY 9R approach.

EAST (RWY 10) From over KOLTT on track 191° to TOMKT, then on track 183° to ALLEI, then on track 183°, EXPECT RADAR vectors to final approach course.

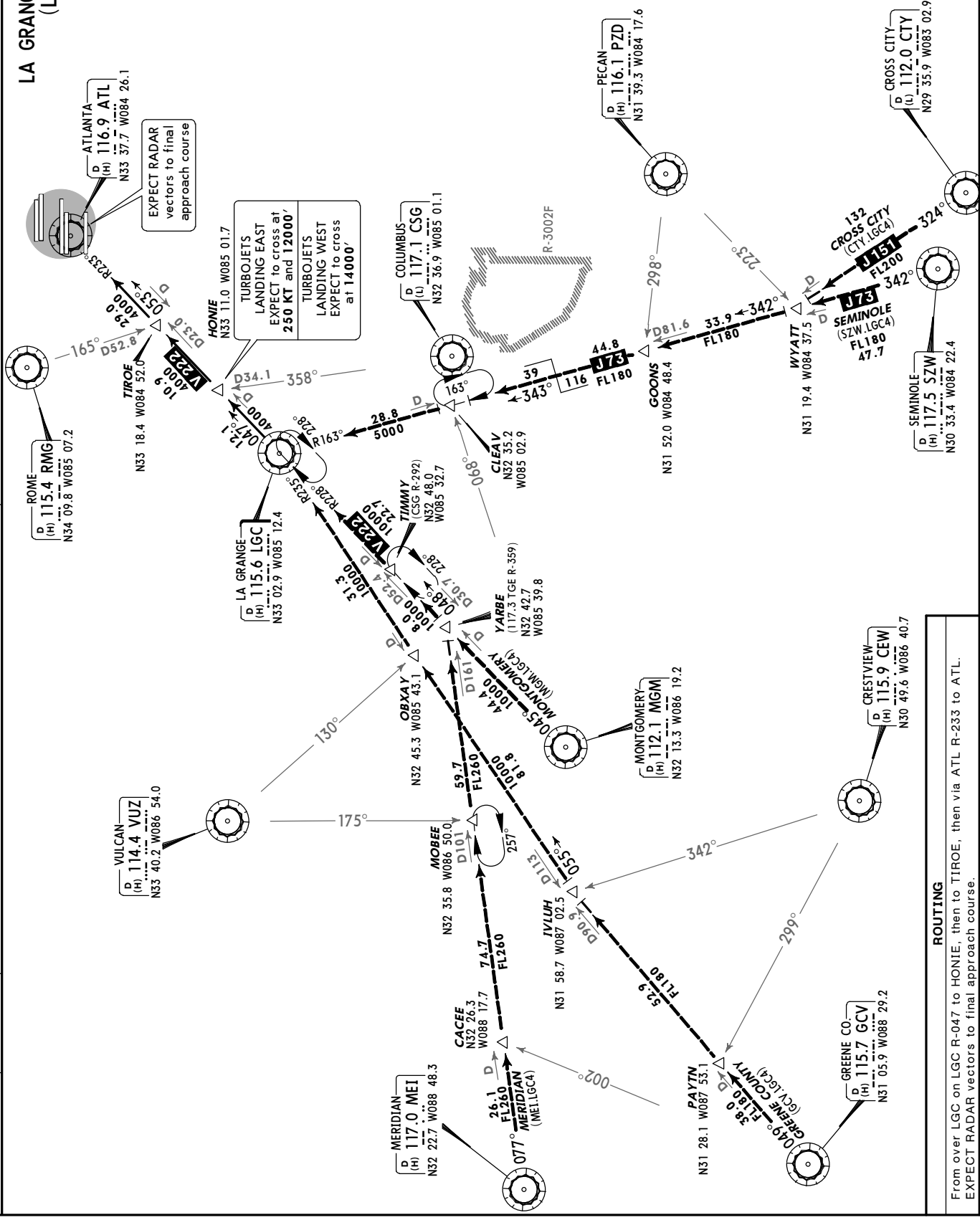
WEST (RWYS 26L/R) From over KOLTT on track 138° to TUNDR, then on track 140° to RAIN, then on track 095° to KLOWD, then on track 095° to POORS, then on track 095° to KYMMY, then on track 095° to KEAVY, then on track 095°, EXPECT RADAR vectors to final approach course.

WEST (RWYS 27L/R, 28) From over KOLTT on track 138° to TUNDR, then on track 158° to EAGYL, then on track 095° to SHURT, then on track 095° to TAAAMY, then on track 095°, EXPECT RADAR vectors to final approach course.



D-ATIS Arrival 119.65	<i>Apt Elev</i> 1026'	Alt Set: INCHES Trans level: FL180 Trans alt: 18000'	1. RADAR required. 2. MERIDIAN Transition: DME required.
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**LA GRANGE FOUR ARRIVAL
(LGC.LGC4)**

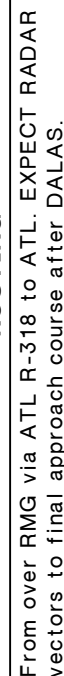


ROUTING

From over LGC on LGC R-047 to HONIE, then to TIROE, then via ATL R-233 to ATL. EXPECT RADAR vectors to final approach course.

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

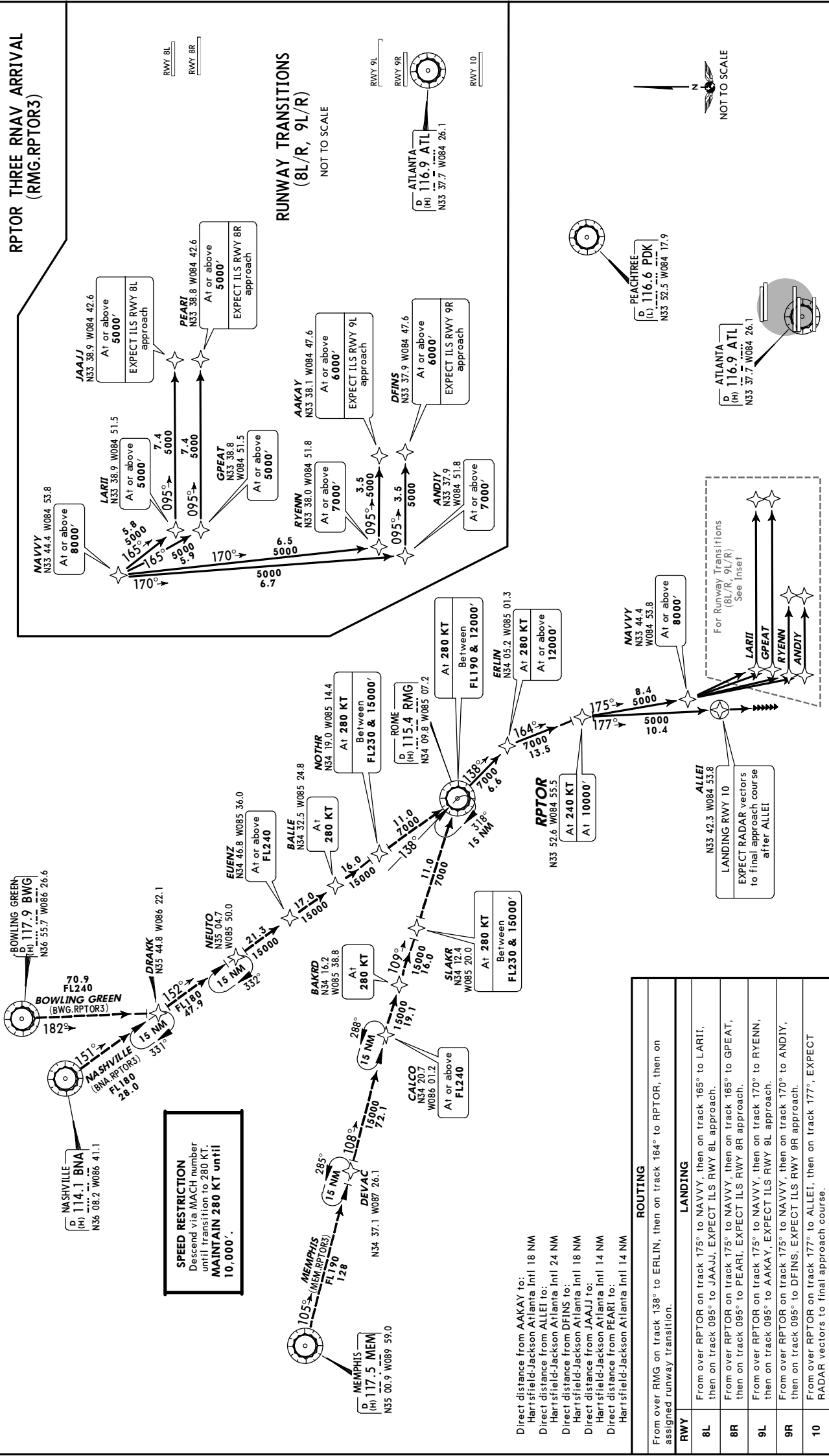
1. **RADAR required.**
2. BOWLING GREEN and NASHVILLE Transitions: DME required.



D-ATIS Arrival 119.65	Apt Elev 1026'	Alt Set: INCHES	Trans level: FL180	Trans alt: 18000'
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1. DME/DME/IRU or GPS required. 2. RADAR required. 3. RNAV 1.

4. Assigned by ATC only.
5. This STAR applicable to Turbojet aircraft only.



D-ATIS
Arrival
119.65

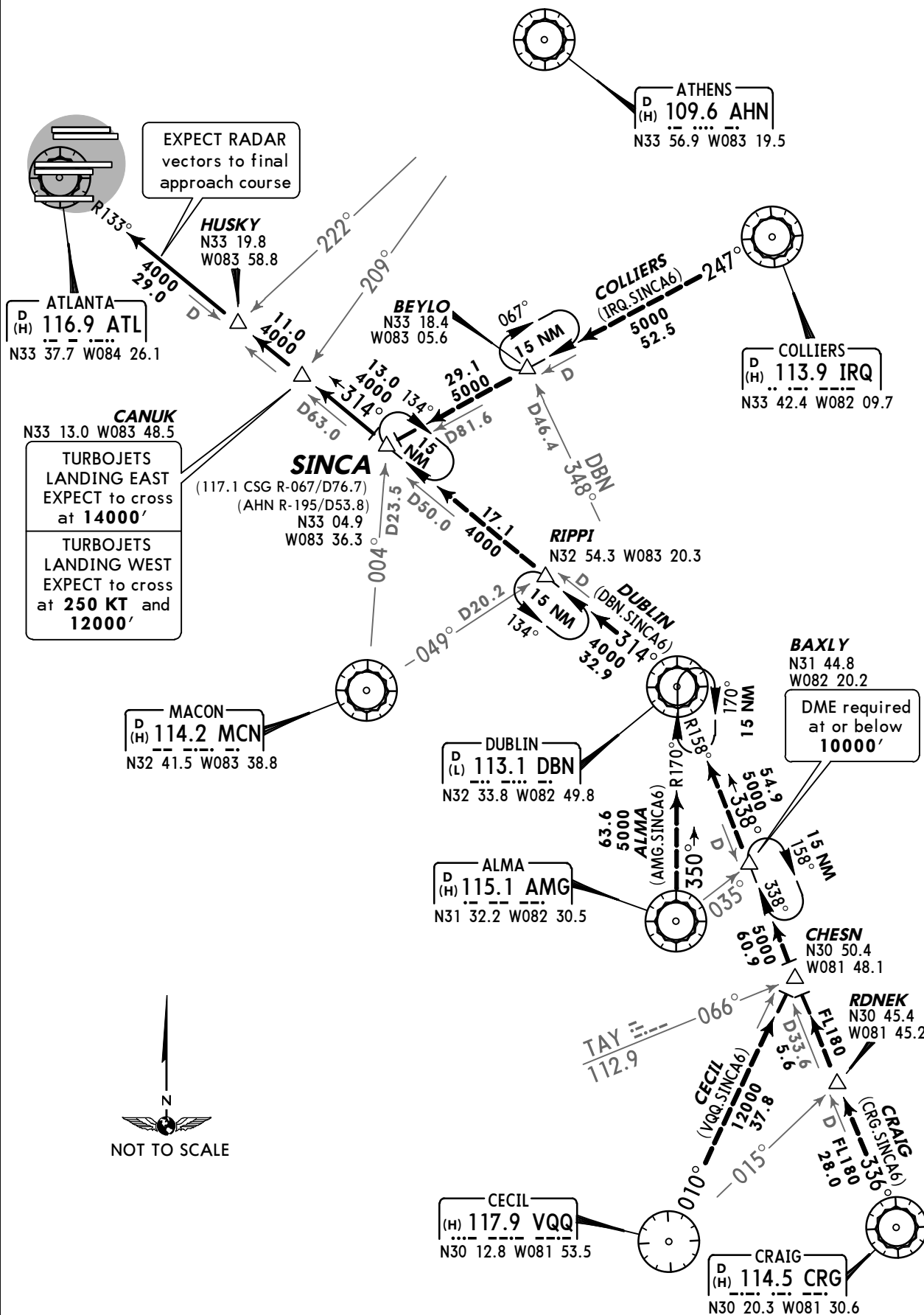
Apt Elev
1026'

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

1. RADAR required.

2. AMG R-345 unusable, use DBN R-170 at AMG.

SINCA SIX ARRIVAL (SINCA.SINCA6)

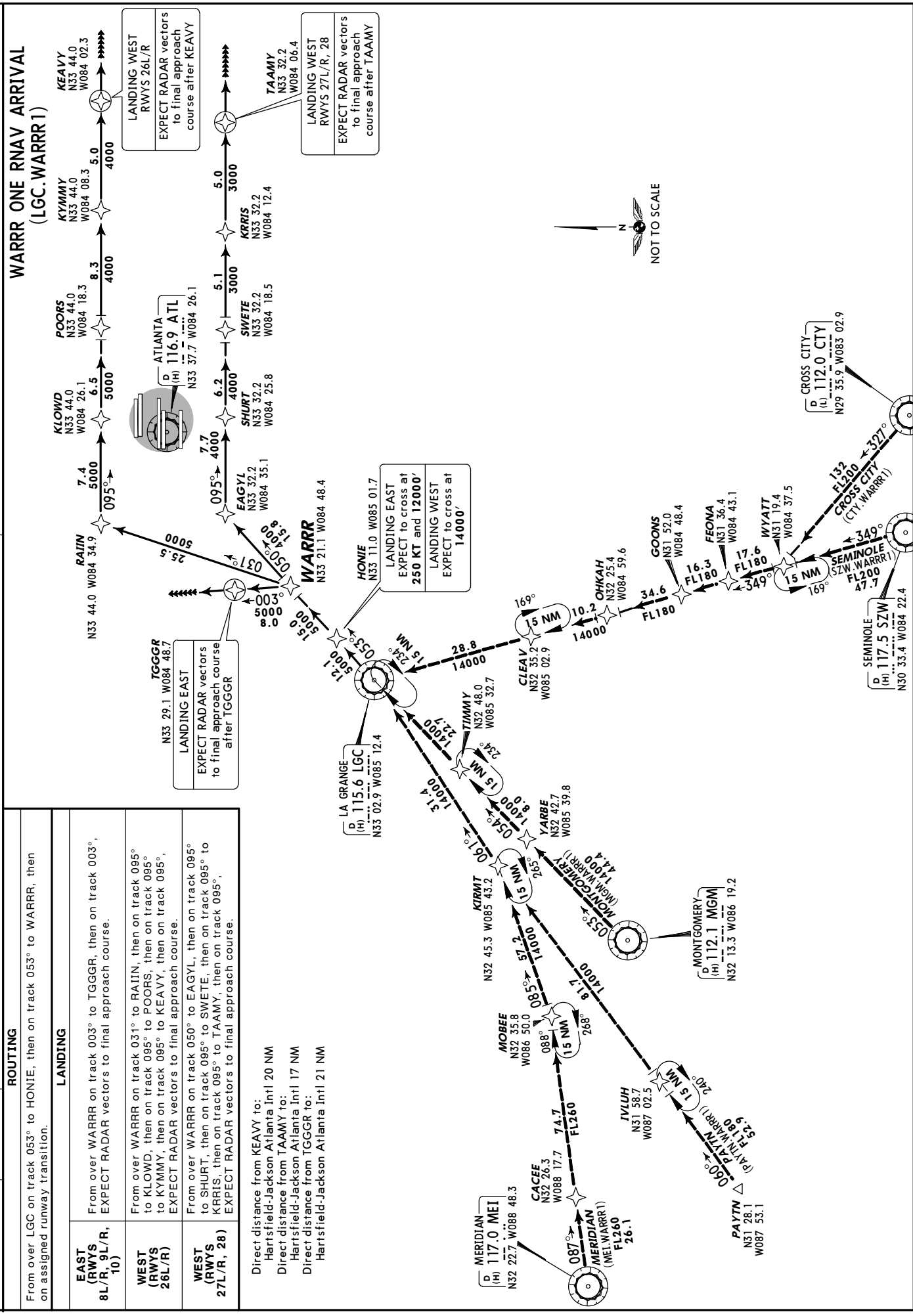


Trans level: FL180

1. **RADAR** required.
2. **RNAV 1**.
3. **DME/DME/IRU** or
4. This STAR applicable

ROUTING	
From over LGC on track 053° to HONIE, then on track 053° to WARRR, then on assigned runway transition.	
LANDING	
EAST (RWYS 8L/R, 9L/R, 10)	From over WARRR on track 003° to TGGGR, then on track 003°, EXPECT RADAR vectors to final approach course.
WEST (RWYS 26L/R)	From over WARRR on track 031° to RAIIN, then on track 095° to KLOWD, then on track 095° to POORS, then on track 095° to KYMMY, then on track 095° to KEAVY, then on track 095°, EXPECT RADAR vectors to final approach course.
WEST (RWYS 27L/R, 28)	From over WARRR on track 050° to EAGYL, then on track 095° to SHURT, then on track 095° to SWETE, then on track 095° to KRRIS, then on track 095° to TAAMY, then on track 095°, EXPECT RADAR vectors to final approach course.

Direct distance from KEAVY to:
Hartsfield-Jackson Atlanta Intl 20 NM
Direct distance from TAAMY to:
Hartsfield-Jackson Atlanta Intl 17 NM
Direct distance from TGGGR to:
Hartsfield-Jackson Atlanta Intl 21 NM

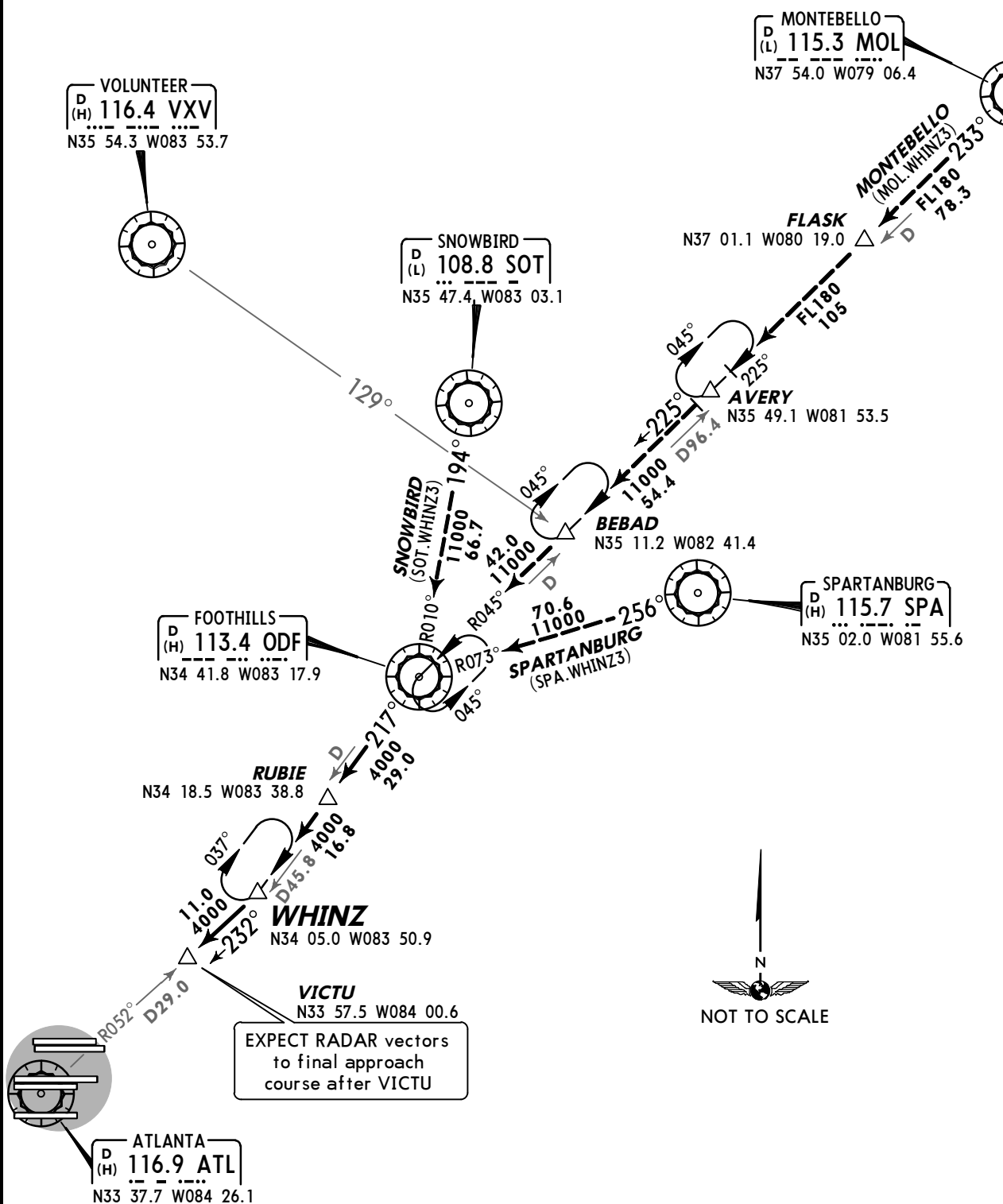


D-ATIS
Arrival
119.65

Apt Elev
1026'

Alt Set: INCHES Trans level: FL180 Trans alt: 18000'
1. DME required. 2. RADAR required.
3. For turboprop and turbojet aircraft.

WHINZ THREE ARRIVAL (WHINZ.WHINZ3)



ROUTING

From over ODF via ODF R-217 to RUBIE and ODF R-217 to WHINZ. Then via ATL R-052 to VICTU. EXPECT RADAR vectors to final approach course after VICTU.

ATLANTA Departure (R)			Apt Elev	Trans alt: 18000'	1. RADAR required.
Rwys	Rwys	Rwys			
8L/R, 26L/R	9L/R, 27L/R	10, 28	1026'		2. Monitor Tower frequency when advised by Ground Control.
125.7	125.65	135.37			3. Use Departure frequency depicted unless otherwise assigned.

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 110°, Rwy 10 heading 110°, Rwy 26L heading 290°, Rwy 27R heading 250°, Rwy 28 heading 250°. ATC will issue a wind corrected heading prior to takeoff. Fly assigned heading at the point instructed by ATC.

OBSTACLES

Rwy 8L: Trees beginning 855' from DER, 533' LEFT of centerline, up to 67' AGL/1048' MSL.

Rwy 8R: Trees beginning 345' from DER, 488' LEFT of centerline, up to 68' AGL/1013' MSL. Tower 4815' from DER, 1636' RIGHT of centerline, 151' AGL/1148' MSL.

Rwy 9L: Communication tower 4808' from DER, 1727' LEFT of centerline, 133' AGL/1129' MSL. Pole 4806' from DER, 1731' LEFT of centerline, 141' AGL/1137' MSL.

Rwy 10: Poles beginning 58' from DER, 468' RIGHT of centerline, up to 41' AGL/1016' MSL.

Rwy 26L: Pole and buildings beginning 1247' from DER, 751' LEFT of centerline, up to 66' AGL/1079' MSL. Trees beginning 2797' from DER, 469' LEFT of centerline, up to 70' AGL/1103' MSL.

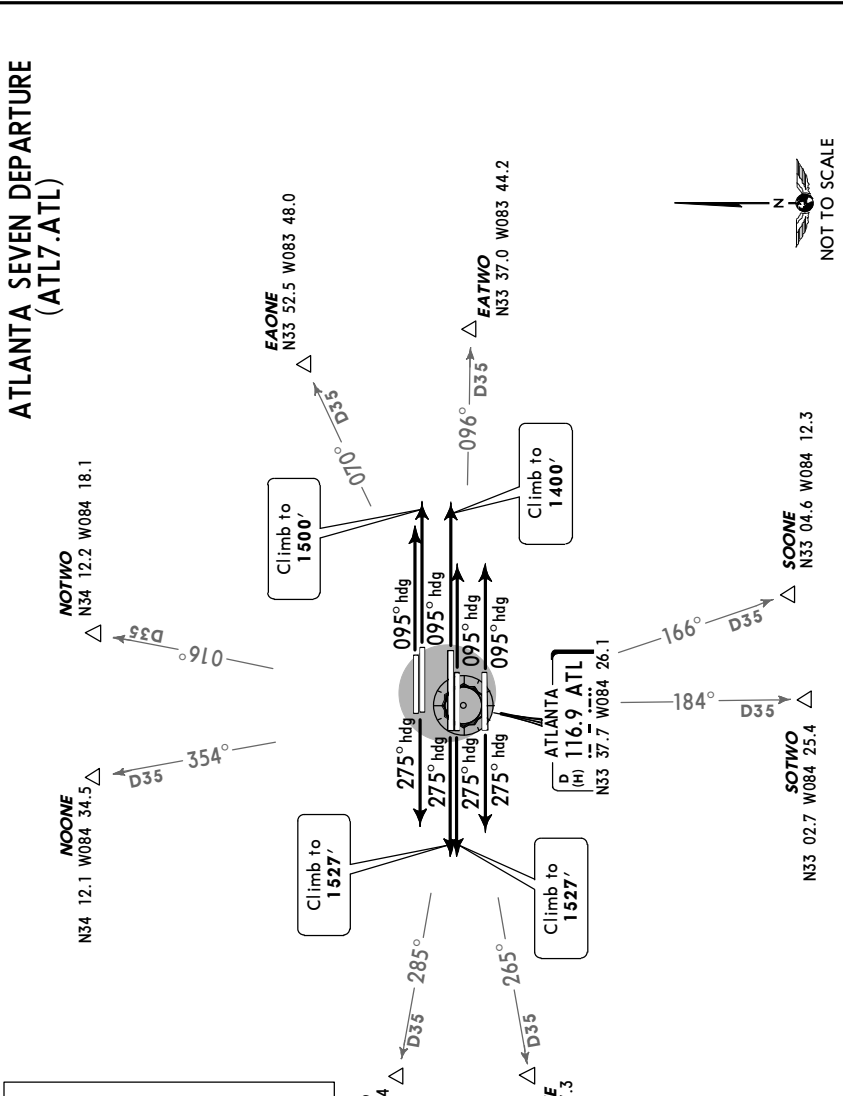
Rwy 26R: Pole 531' from DER, 619' RIGHT of centerline, 36' AGL/1032' MSL. Pole and trees beginning 1749' from DER, 121' RIGHT of centerline, up to 60' AGL/1099' MSL. Trees beginning 1988' from DER, 61' LEFT of centerline, up to 59' AGL/1097' MSL. Trees beginning 2811' from DER, 748' LEFT of centerline, up to 69' AGL/1113' MSL. Poles, trees and towers beginning 3414' from DER, 109' RIGHT of centerline, up to 101' AGL/1137' MSL.

Rwy 27L: Tank 3937' from DER, 1255' RIGHT of centerline, 103' AGL/1129' MSL.

Rwy 27R: Terrain and signs beginning 17' from DER, 288' LEFT of centerline, up to 5' AGL/1024' MSL. Pole 1012' from DER, 729' RIGHT of centerline, 32' AGL/1046' MSL. Agricultural equipment, elevator, tank, tower and trees beginning 3657' from DER, 201' RIGHT of centerline, up to 103' AGL/1141' MSL.

Rwy 28: Catenary, sign and trees beginning 1948' from DER, 770' LEFT of centerline, up to 63' AGL/1067' MSL. Trees beginning 3157' from DER, 1209' LEFT of centerline, up to 85' AGL/1097' MSL.

RWY	INITIAL CLIMB
8L, 9R, 10	Climb heading 095°.
8R	Climb heading 095° to 1500'.
9L	Climb heading 095° to 1400'.
26L/R, 28	Climb heading 275°.
27L/R	Climb heading 275° to 1527'.
ROUTING	
TURBOJETS MAINTAIN 10000' (or requested altitude, if lower), PROPS MAINTAIN 4000'. 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.	



SPECIAL INSTRUCTIONS

Aircraft at midfield ramps will advise ramp towers of vector areas prior to pushback. The vector areas 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.

ATL RNAV SID ADVISORY NOTICE**Flight Crew Procedures for Simultaneous RNAV SIDs off Parallel Runways**

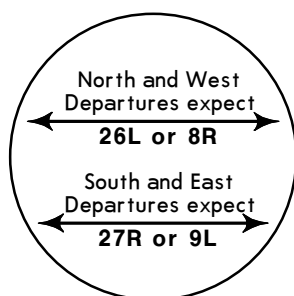
1. **PREFLIGHT:** All aircraft capable of conducting terminal RNAV procedures should expect an RNAV SID clearance. If unable to accept the RNAV SID clearance, notify Clearance Delivery. Upon receipt of your Air Traffic Control (ATC) clearance, crosscheck the assigned RNAV SID, Departure Runway, and En 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.

ATL RNAV SID ADVISORY NOTICE (CONTD)

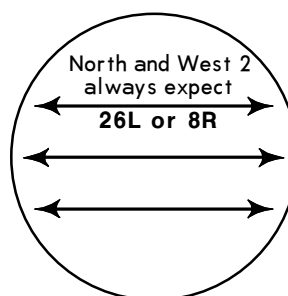
4. **AFTER TAKEOFF:** Unless instructed to fly a heading by the Tower, engage lateral navigation flight guidance as soon as practical and fly the departure precisely. Strict compliance with the lateral and vertical tracks and charted speed restrictions is imperative. Parallel RNAV departures must not 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 SEVEN 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 Departure Operations**Dual Departures****Triple Departures**

Triples: WEST Flow
 South and West 1
 departures expect
 runway **27R**
 East departures
 expect runway **28**



Triples: EAST Flow
 East departures
 expect runway **9L**
 South and West 1
 departures expect
 runway **10**

ATLANTA Departure (R)			Apt Elev 1026'	Trans level: FL180 Trans alt: 18000'
Rwys 8L/R, 26L/R	Rwys 9L/R, 27L/R	Rwys 10, 28		
125.7	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. Aircraft at midfield ramps 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.

OBSTACLES

Rwy 8L: Trees beginning 855' from DER, 533' LEFT of centerline, up to 67' AGL/1048' MSL.

Rwy 8R: Trees beginning 345' from DER, 488' LEFT of centerline, up to 68' AGL/1013' MSL. Tower 4815' from DER, 1636' RIGHT of centerline, 151' AGL/1148' MSL.

Rwy 9L: Communication tower 4808' from DER, 1727' LEFT of centerline, 133' AGL/1129' MSL. Pole 4806' from DER, 1731' LEFT of centerline, 141' AGL/1137' MSL.

Rwy 10: Poles beginning 58' from DER, 468' RIGHT of centerline, up to 41' AGL/1016' MSL.

Rwy 26L: Pole and buildings beginning 1247' from DER, 751' LEFT of centerline, up to 66' AGL/1079' MSL. Trees beginning 2797' from DER, 469' LEFT of centerline, up to 70' AGL/1103' MSL.

Rwy 26R: Pole 531' from DER, 619' RIGHT of centerline, 36' AGL/1032' MSL. Pole and trees beginning 1749' from DER, 121' RIGHT of centerline, up to 60' AGL/1099' MSL. Trees beginning 1988' from DER, 61' LEFT of centerline, up to 59' AGL/1097' MSL. Trees beginning 2811' from DER, 748' LEFT of centerline, up to 69' AGL/1113' MSL. Poles, trees and towers beginning 3414' from DER, 109' RIGHT of centerline, up to 101' AGL/1137' MSL.

Rwy 27L: Tank 3937' from DER, 1255' RIGHT of centerline, 103' AGL/1129' MSL.

Rwy 27R: Terrain and signs beginning 17' from DER, 288' LEFT of centerline, up to 5' AGL/1024' MSL. Pole 1012' from DER, 729' RIGHT of centerline, 32' AGL/1046' MSL. Agricultural equipment, elevator, tank, tower and trees beginning 3657' from DER, 201' RIGHT of centerline, up to 103' AGL/1141' MSL.

Rwy 28: Catenary, sign and trees beginning 1948' from DER, 770' LEFT of centerline, up to 63' AGL/1067' MSL. Trees beginning 3157' from DER, 1209' LEFT of centerline, up to 85' AGL/1097' MSL.

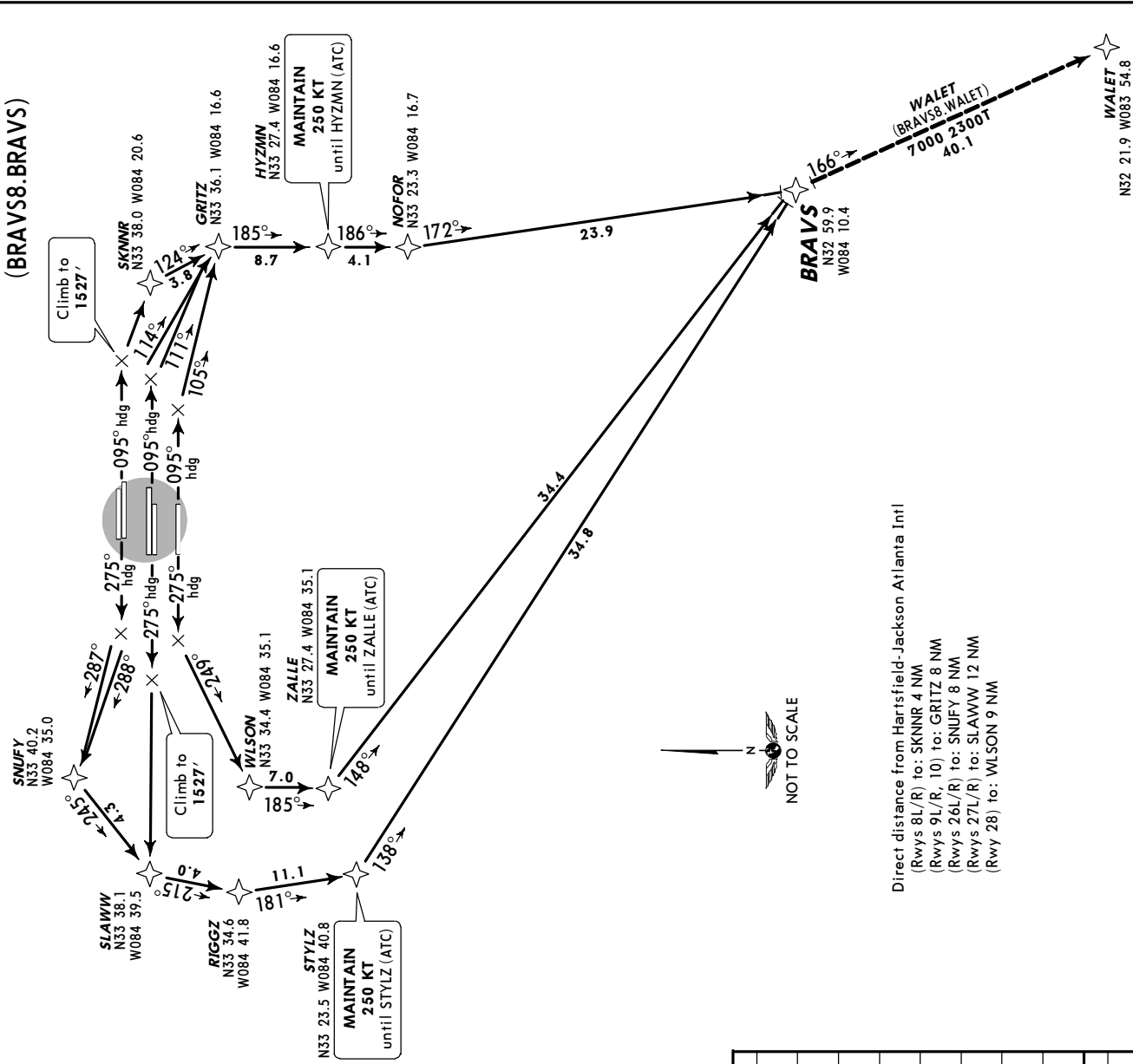
This SID requires take-off minimums (for standard minimums, refer to airport chart):
All Rwys: Standard (or lower than standard, if authorized) with minimum climb of 500' per NM to 1527'.

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

INITIAL CLIMB	
8L/R	Climb heading 095° to 1527', then RIGHT turn direct SKNNR, then on depicted route to BRAVS, MAINTAIN 250 KT until HYZMN (ATC).
9L	Climb heading 095° to intercept course 114° to GRITZ, then on depicted route to BRAVS, MAINTAIN 250 KT until HYZMN (ATC).
9R	Climb heading 095° to intercept course 111° to GRITZ, then on depicted route to BRAVS, MAINTAIN 250 KT until HYZMN (ATC).
10	Climb heading 095° to intercept course 105° to GRITZ, then on depicted route to BRAVS, MAINTAIN 250 KT until HYZMN (ATC).
26L	Climb heading 275° to intercept course 288° to SNUFY, then on depicted route to BRAVS, MAINTAIN 250 KT until STYLZ (ATC).
26R	Climb heading 275° to intercept course 287° to SNUFY, then on depicted route to BRAVS, MAINTAIN 250 KT until STYLZ (ATC).
27L/R	Climb heading 275° to 1527', then direct SLAWW, then on depicted route to BRAVS, MAINTAIN 250 KT until STYLZ (ATC).
28	Climb heading 275° to intercept course 249° to WILSON, then on depicted route to BRAVS, MAINTAIN 250 KT until ZALLE (ATC).
ROUTING	
MAINTAIN 10000' (or requested altitude, if lower). EXPECT clearance to filed altitude 10 minutes after departure.	

CHANGES: Procedure renumbered, take-off minimums, obstacles.

BRAVS EIGHT RNAV DEPARTURE
(BRAVS8.BRAVS)



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: WILSON 9 NM

ATLANTA Departure (R)			Apf Elev	Trans level: FL180 Trans alt: 18000'	1. RADAR
Rwys 8L/R, 26L/R	Rwys 9L/R, 27L/R	Rwys 10, 28	1026'		4. For Turboprop 7. Use Departure 9. Aircraft at Clearance De
125.7	125.65	135.37			

OBSTACLES

Rwy 8L: Trees beginning 855' from DER, 533' LEFT of centerline, up to 67' AGL/1048' MSL.

Rwy 8R: Trees beginning 345' from DER, 488' LEFT of centerline, up to 68' AGL/1013' MSL. Tower 4815' from DER, 1636' RIGHT of centerline, 151' AGL/1148' MSL.

Rwy 9L: Communication tower 4808' from DER, 1727' LEFT of centerline, 133' AGL/1129' MSL. Pole 4806' from DER, 1731' LEFT of centerline, 141' AGL/1137' MSL.

Rwy 10: Poles beginning 58' from DER, 468' RIGHT of centerline, up to 41' AGL/1016' MSL.

Rwy 26L: Pole and buildings beginning 1247' from DER, 751' LEFT of centerline, up to 66' AGL/1079' MSL. Trees beginning 2797' from DER, 469' LEFT of centerline, up to 70' AGL/1103' MSL.

Rwy 26R: Pole 531' from DER, 619' RIGHT of centerline, 36' AGL/1032' MSL. Pole and trees beginning 1749' from DER, 121' RIGHT of centerline, up to 60' AGL/1099' MSL. Trees beginning 1988' from DER, 61' LEFT of centerline, up to 59' AGL/1097' MSL. Trees beginning 2811' from DER, 748' LEFT of centerline, up to 69' AGL/1113' MSL.

Poles, trees and towers beginning 3414' from DER, 109' RIGHT of centerline, up to 101' AGL/1137' MSL.

Rwy 27L: Tank 3937' from DER, 1255' RIGHT of centerline, 103' AGL/1129' MSL.

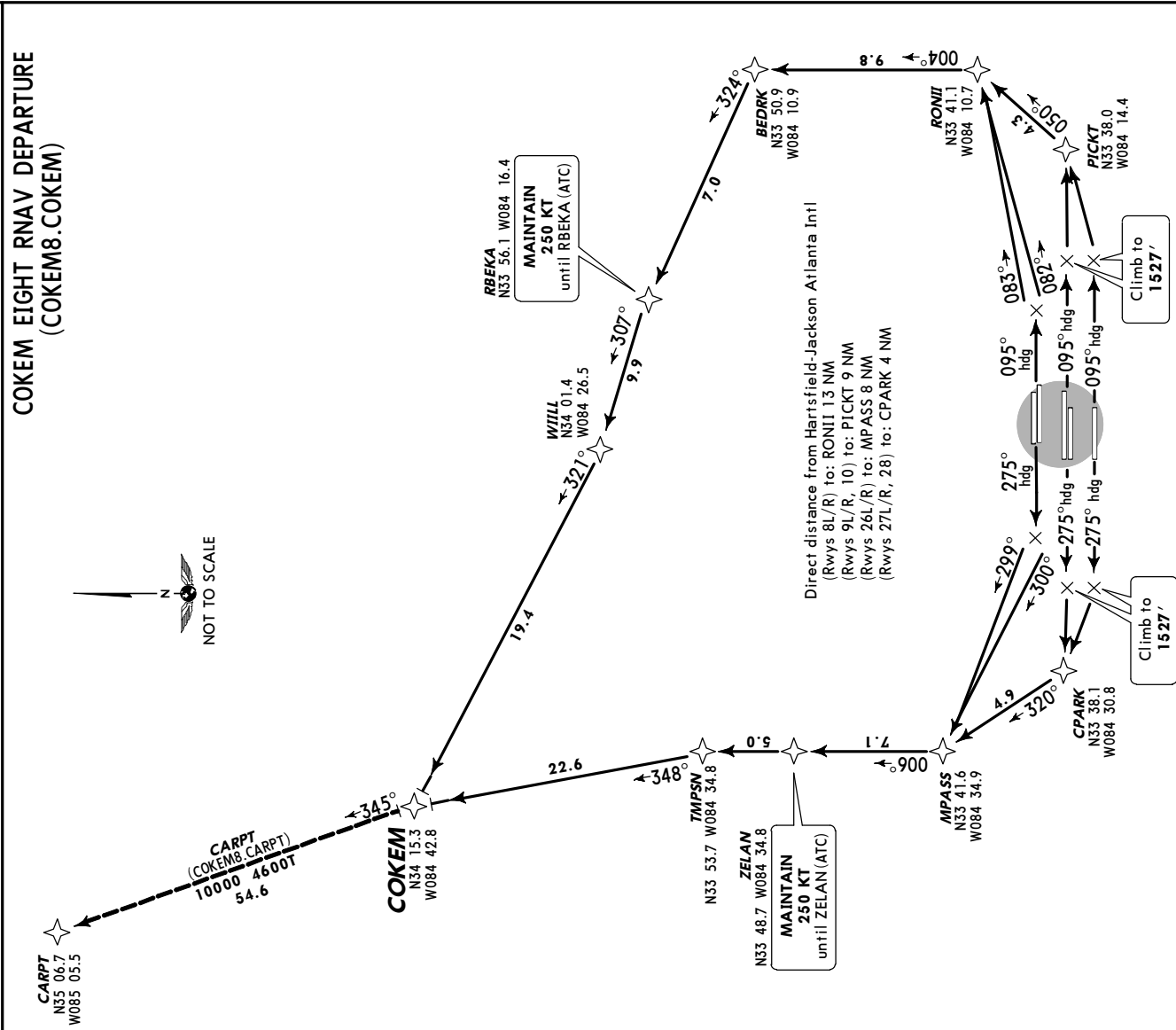
Rwy 27R: Terrain and signs beginning 17' from DER, 288' LEFT of centerline, up to 5' AGL/1024' MSL. Pole 1012' from DER, 729' RIGHT of centerline, 32' AGL/1046' MSL. Agricultural equipment, elevator, tank, tower and trees beginning 3657' from DER, 201' RIGHT of centerline, up to 103' AGL/1141' MSL.

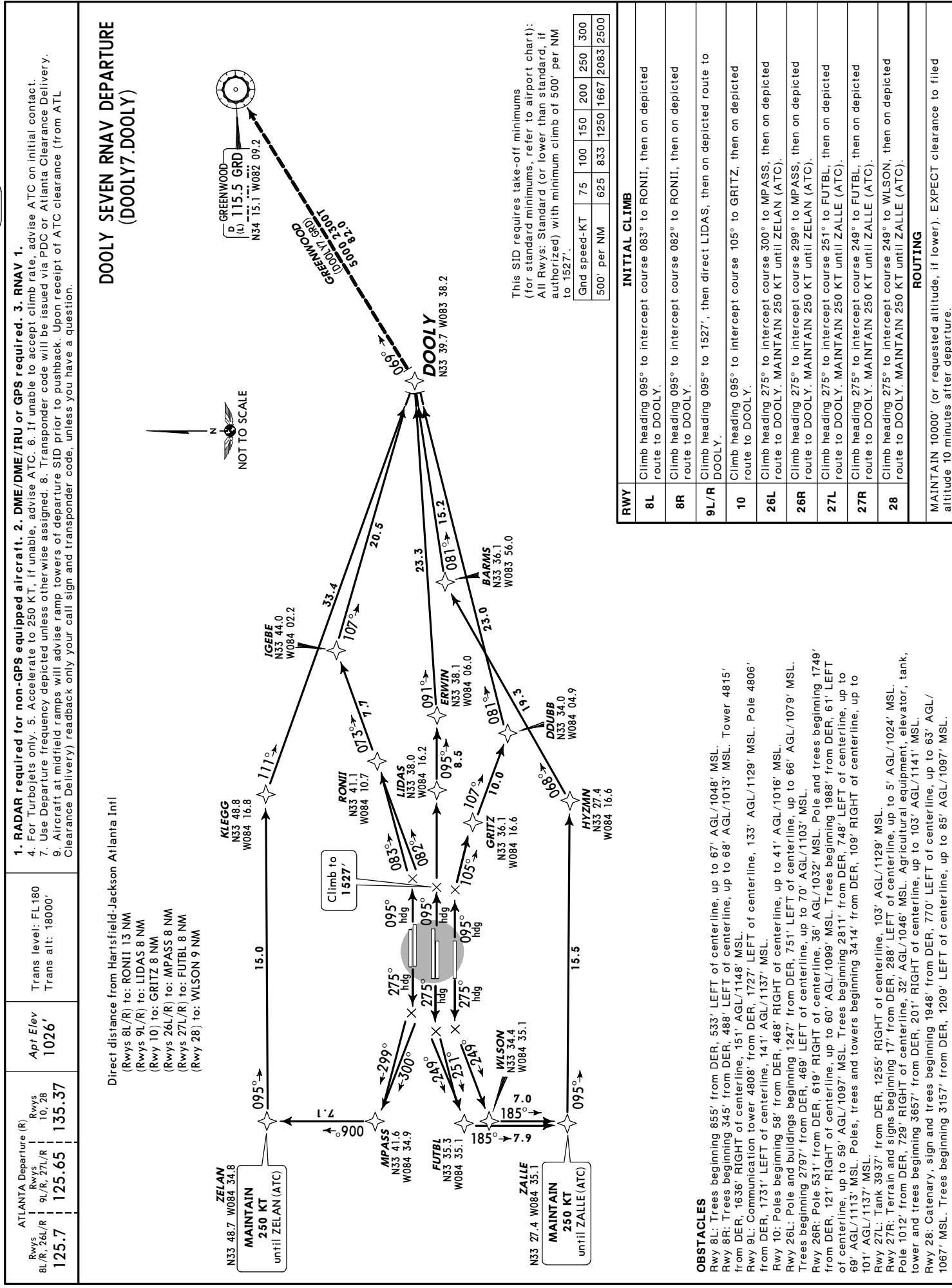
Rwy 28: Catenary, sign and trees beginning 1948' from DER, 770' LEFT of centerline, up to 63' AGL/1067' MSL. Trees beginning 3157' from DER, 1209' LEFT of centerline, up to 85' AGL/1097' MSL.

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

INITIAL CLIMB	
RWY	
8L	Climb heading 095° to intercept course 083° to RONI, then on depicted route to COKEW, MAINTAIN 250 KT until RBEKA (ATC).
8R	Climb heading 095° to intercept course 082° to RONI, then on depicted route to COKEW, MAINTAIN 250 KT until RBEKA (ATC).
9L/R, 10	Climb heading 095° to 1527', then direct PICKT, then on depicted route to COKEW, MAINTAIN 250 KT until RBEKA (ATC).
26L	Climb heading 275° to intercept course 300° to MPASS, then on depicted route to COKEW, MAINTAIN 250 KT until ZELAN (ATC).
26R	Climb heading 275° to intercept course 299° to MPASS, then on depicted route to COKEW, MAINTAIN 250 KT until ZELAN (ATC).
27L/R	Climb heading 275° to 1527', then direct CPARK, then on depicted route to COKEW, MAINTAIN 250 KT until ZELAN (ATC).
28	Climb heading 275° to 1527', then RIGHT turn direct CPARK, then on depicted route to COKEW, MAINTAIN 250 KT until ZELAN (ATC).
ROUTING	
MAINTAIN 10000' (or requested altitude, if lower). EXPECT clearance to filed altitude 10 minutes after departure.	





CHANGES: Procedure renumbered, take-off minimums, obstacles.

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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. Aircraft at midfield ramps 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.

Direct distance from Hartsfield-Jackson Atlanta Intl

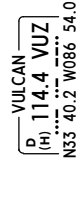
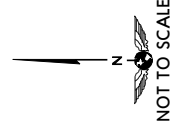
(Rwys 8L/R) to: HRS HL 8 NM

(Rwys 9L/R, 10) to: GRITZ 8 NM

(Rwys 26L/R) to: SNUFY 8 NM

(Rwys 27L/R) to: SLAWW 12 NM

(Rwv 28) to: WILSON 9 NM



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'.

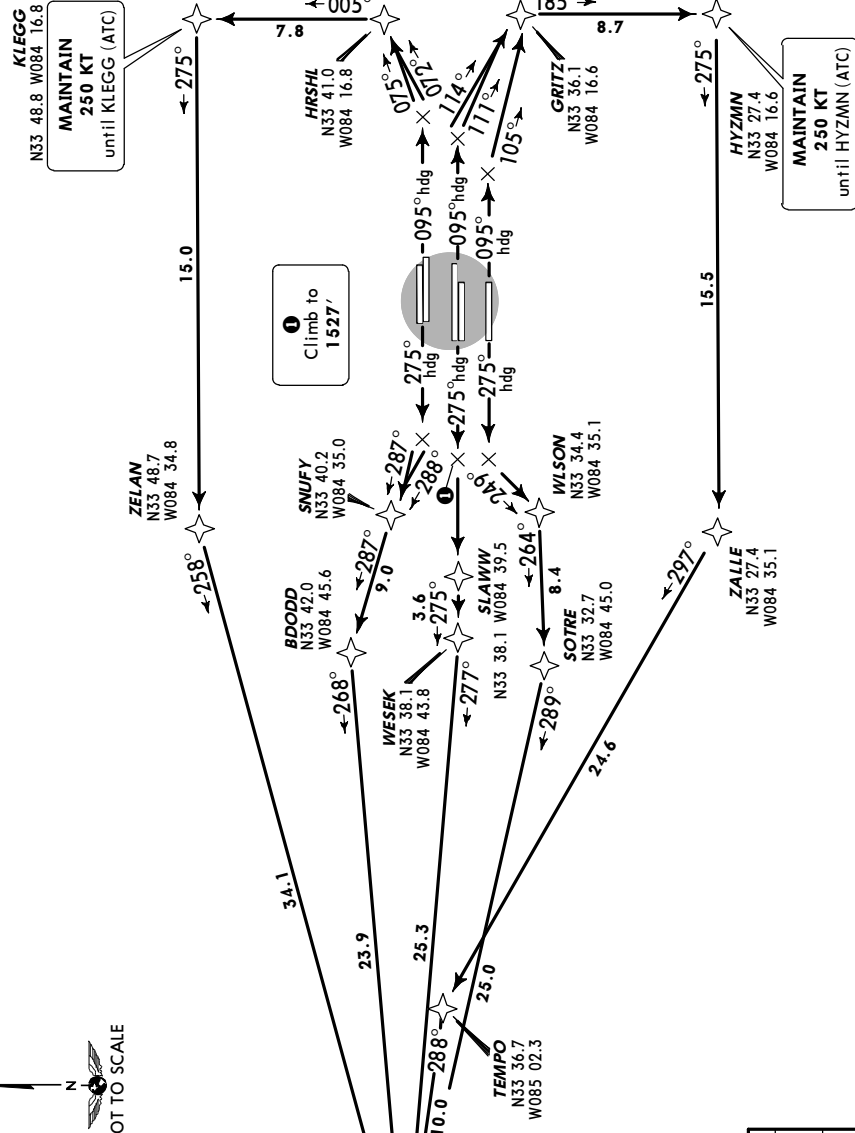
Gnd speed-KT	75	100	150	200	250	300
500' per NM	625	833	1250	1667	2083	2500

RWY	INITIAL CLIMB
8L	Climb heading 095° to intercept course 075° to HRSHL, then on depicted route to GEETK. MAINTAIN 250 KT until KLEGG (ATC).
8R	Climb heading 095° to intercept course 072° to HRSHL, then on depicted route to GEETK. MAINTAIN 250 KT until KLEGG (ATC).
9L	Climb heading 095° to intercept course 114° to GRITZ, then on depicted route to GEETK. MAINTAIN 250 KT until HYZMN (ATC).
9R	Climb heading 095° to intercept course 111° to GRITZ, then on depicted route to GEETK. MAINTAIN 250 KT until HYZMN (ATC).
10	Climb heading 095° to intercept course 105° to GRITZ, then on depicted route to GEETK. MAINTAIN 250 KT until HYZMN (ATC).
26L	Climb heading 275° to intercept course 288° to SNUFY, then on depicted route to GEETK.
26R	Climb heading 275° to intercept course 287° to SNUFY, then on depicted route to GEETK.
27L/R	Climb heading 275° to 1527', then direct SLAWW, then on depicted route to GEETK.
28	Climb heading 275° to intercept course 249° to WLSN, then on depicted route to GEETK.

ROUTING

MAINTAIN 10000' (or requested altitude, if lower). EXPECT clearance to filed altitude 10 minutes after departure.

CHANGES: Procedure renumbered. take-off minimums obstacles

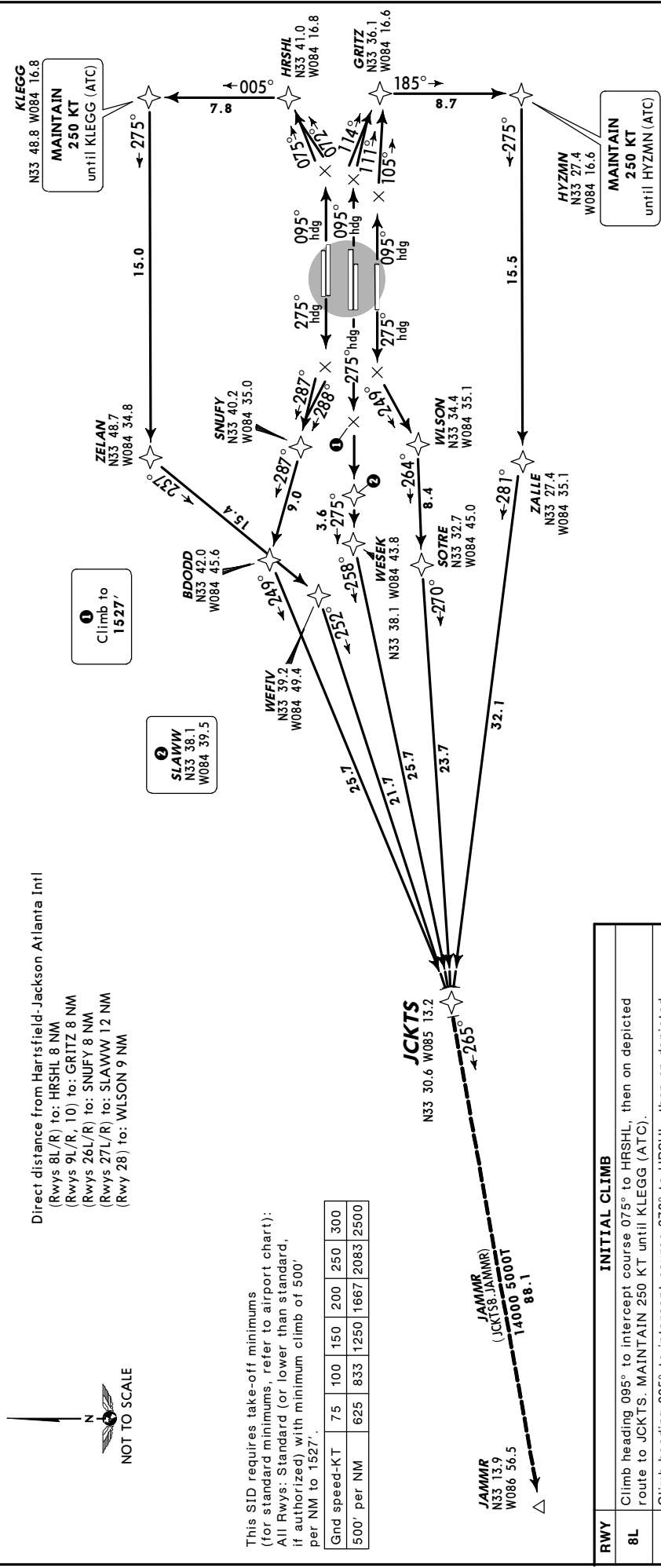


OBSTACLES

Rwy 8L: Trees beginning 855' from DER, 533' LEFT of centerline, up to 67' AGL/1048' MSL.
Rwy 8R: Trees beginning 345' from DER, 488' LEFT of centerline, up to 68' AGL/1013' MSL. Tower 4815' from DER, 1636' RIGHT of centerline, 151' AGL/1148' MSL.
Rwy 9L: Communication tower 4808' from DER, 1727' LEFT of centerline, 133' AGL/1129' MSL. Pole 4806' from DER, 1731' LEFT of centerline, 141' AGL/1137' MSL.
Rwy 10: Poles beginning 58' from DER, 488' RIGHT of centerline, up to 41' AGL/1016' MSL.
Rwy 26L: Pole and buildings beginning 1247' from DER, 751' LEFT of centerline, up to 66' AGL/1079' MSL. Trees beginning 2797' from DER, 469' LEFT of centerline, up to 70' AGL/1103' MSL.
Rwy 26R: Pole 531' from DER, 619' RIGHT of centerline, 36' AGL/1032' MSL. Pole and trees beginning 1749' from DER, 121' RIGHT of centerline, up to 60' AGL/1099' MSL. Trees beginning 1988' from DER, 61' LEFT of centerline, up to 59' AGL/1097' MSL. Trees beginning 2811' from DER, 748' LEFT of centerline, up to 69' AGL/1113' MSL. Poles, trees and towers beginning 3414' from DER, 109' RIGHT of centerline, up to 101' AGL/1137' MSL.
Rwy 27L: Tank 3937' from DER, 1255' RIGHT of centerline, 103' AGL/1129' MSL.
Rwy 27R: Terrain and signs beginning 17' from DER, 288' LEFT of centerline, up to 5' AGL/1024' MSL. Pole 1012' from DER, 729' RIGHT of centerline, 32' AGL/1046' MSL. Agricultural equipment, elevator, tank, tower and trees beginning 3657' from DER, 201' RIGHT of centerline, up to 103' AGL/1141' MSL.
Rwy 28: Catenary, sign and trees beginning 1948' from DER, 770' LEFT of centerline, up to 63' AGL/1067' MSL. Trees beginning 3157' from DER, 1209' LEFT of centerline, up to 85' AGL/1097' MSL.

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.
7. Use Departure frequency depicted unless otherwise assigned.
8. Transponder code will be issued via PD.
9. Clearance at midfield ramps will advise ramp towers of departure SID prior to pushback. Upon receipt of clearance, advise ATIS.
10. Clearance (Delivery) readback only your call sign and transponder code, unless you have a question.

**JCKTS EIGHT RNAV DEPARTURE
(JCKTS8.JCKTS)**



RWY	INITIAL CLIMB
8L	Climb heading 095° to intercept course 075° to HRSHL, then on depicted route to JCKTS. MAINTAIN 250 KT until KLEGG (ATC).
8R	Climb heading 095° to intercept course 072° to HRSHL, then on depicted route to JCKTS. MAINTAIN 250 KT until KLEGG (ATC).
9L	Climb heading 095° to intercept course 114° to GRITZ, then on depicted route to JCKTS. MAINTAIN 250 KT until HYZMN (ATC).
9R	Climb heading 095° to intercept course 111° to GRITZ, then on depicted route to JCKTS. MAINTAIN 250 KT until HYZMN (ATC).
10	Climb heading 095° to intercept course 105° to GRITZ, then on depicted route to JCKTS. MAINTAIN 250 KT until HYZMN (ATC).
26L	Climb heading 275° to intercept course 288° to SNUFY, then on depicted route to JCKTS.
26R	Climb heading 275° to intercept course 287° to SNUFY, then on depicted route to JCKTS.
27L/R	Climb heading 275° to 1527', then direct SLAWW, then on depicted route to JCKTS.
28	Climb heading 275° to intercept course 249° to WLSON, then on depicted route to JCKTS.
ROUTING	
MAINTAIN 10000' (or requested altitude, if lower). EXPECT clearance to filed altitude 10 minutes after departure.	

OBSTACLES

Rwy 8L: Trees beginning 855' from DER, 533' LEFT of centerline, up to 67' AGL/1048' MSL.

Rwy 8R: Trees beginning 345' from DER, 488' LEFT of centerline, up to 68' AGL/1013' MSL. Tower 4815' from DER, 1636' RIGHT of centerline, 151' AGL/1148' MSL.

Rwy 9L: Communication tower 4808' from DER, 1727' LEFT of centerline, 133' AGL/1129' MSL. Pole 4806' from DER, 1731' LEFT of centerline, 141' AGL/1137' MSL.

Rwy 10: Poles beginning 58' from DER, 468' RIGHT of centerline, up to 41' AGL/1016' MSL.

Rwy 26L: Pole and buildings beginning 1247' from DER, 751' LEFT of centerline, up to 66' AGL/1079' MSL. Trees beginning 2797' from DER, 469' LEFT of centerline, up to 70' AGL/1103' MSL.

Rwy 26R: Pole 531' from DER, 619' RIGHT of centerline, 36' AGL/1032' MSL. Pole and trees beginning 1749' from DER, 121' RIGHT of centerline, up to 60' AGL/1099' MSL. Trees beginning 1988' from DER, 61' LEFT of centerline, up to 59' AGL/1097' MSL. Trees beginning 2811' from DER, 748' LEFT of centerline, up to 69' AGL/1113' MSL. Poles, trees and towers beginning 3414' from DER, 109' RIGHT of centerline, up to 101' AGL/1137' MSL.

Rwy 27L: Tank 3937' from DER, 1255' RIGHT of centerline, 103' AGL/1129' MSL.

Rwy 27R: Terrain and signs beginning 17' from DER, 288' LEFT of centerline, up to 5' AGL/1024' MSL. Pole 1012' from DER, 729' RIGHT of centerline, 32' AGL/1046' MSL. Agricultural equipment, elevator, tank, tower and trees beginning 3657' from DER, 201' RIGHT of centerline, up to 103' AGL/1141' MSL.

Rwy 28: Catenary, sign and trees beginning 1948' from DER, 770' LEFT of centerline, up to 63' AGL/1067' MSL. Trees beginning 3157' from DER, 1209' LEFT of centerline, up to 85' AGL/1097' MSL.

ATLANTA Departure (R) <table><tr><td>Rwys</td><td>Rwys</td><td>Rwys</td></tr><tr><td>8U/R, 26L/R</td><td>9L/R, 27L/R</td><td>10, 28</td></tr><tr><td>125.7</td><td>125.65</td><td>135.37</td></tr></table>	Rwys	Rwys	Rwys	8U/R, 26L/R	9L/R, 27L/R	10, 28	125.7	125.65	135.37	Apt <i>E</i> lev 1026'	Trans level: FL180 Trans alt: 18000'	1. RADAR required 4. For Turbojets 7. Use Departure 9. Aircraft at mid Clearance Delivery
Rwys	Rwys	Rwys										
8U/R, 26L/R	9L/R, 27L/R	10, 28										
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. Aircraft at midfield ramps will advise ramp towers of departure SID prior to pushback. Upon receipt of ATC clearance (from ATL

Clearance Delivery) read back only your call sign and transponder code, unless you have a question.

JOGOR SIX RNAV DEPARTURE
(JOGOR6.JOGOR)

Direct distance from Hartsfield-Jackson Atlanta Intl

(Rwvs 8L/R) to: HRSHL 8 NM

(Rwys 9L/R. 10) to: GRITZ 8 NM

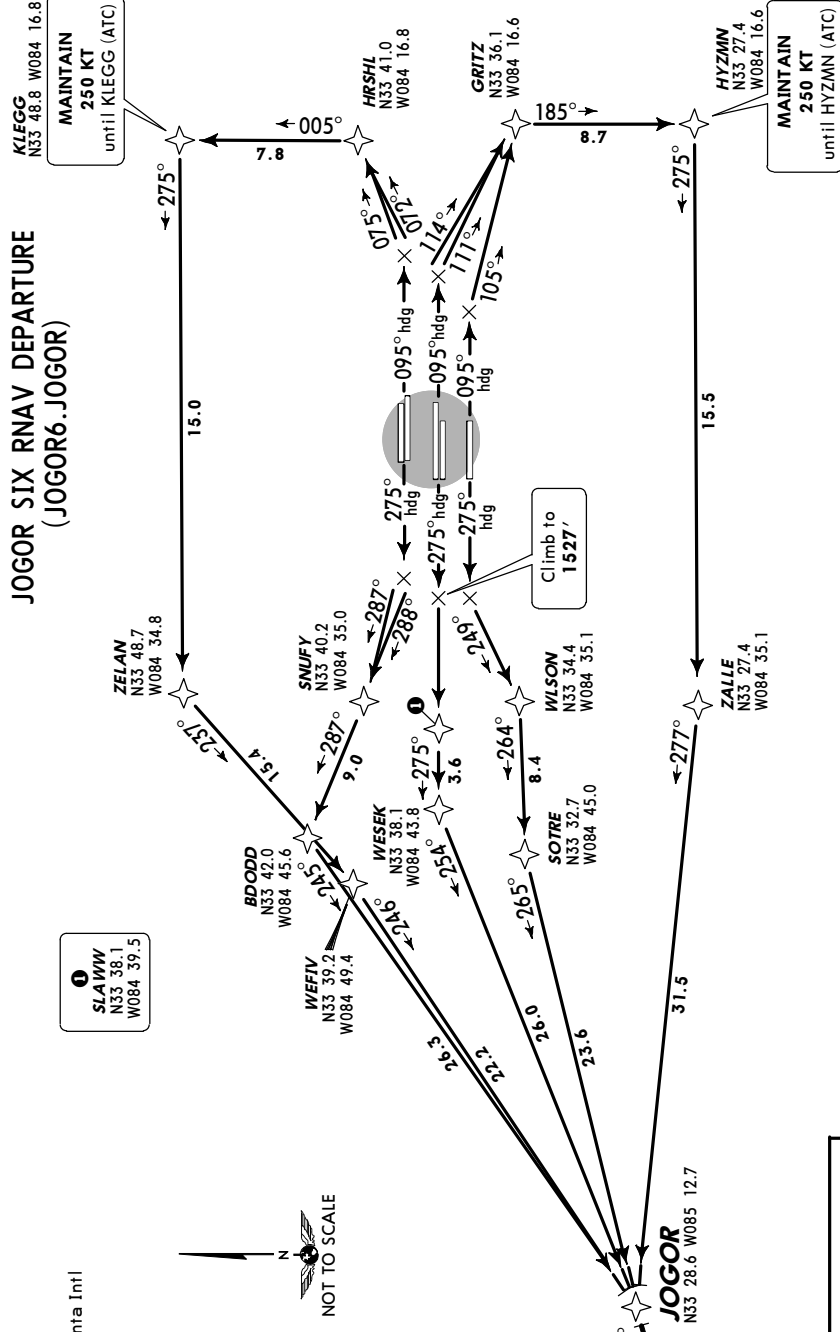
(Rwys 26L/K, 10) to: SNIFY 8 NM
(Rwys 26L/R) to: SNIFY 8 NM

(RWYS ZOL/K) 10: 31401 1 3 NMA
(RWYS 271 /P) 10: 31 11/11 12 NMA

(RWYS 2/L/R) to: SLAWW
(RWYS 28) to: WILSON 9 NM

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 855' from DER, 533' LEFT of centerline, up to 67' AGL/1048' MSL.

Rwy 8R: Trees beginning 345' from DER, 488' LEFT of centerline, up to 68' AGL/1013' MSL. Tower 4815'

from DER, 1636' RIGHT of centerline, 151' AGL/1148' MSL.

Rwy 9L: Communication tower 4808' from DER, 1727' LEFT of centerline, 133' AGL/1129' MSL. Pole 4806'

from DER, 1731' LEFT of centerline, 141' AGL/1137' MSL.

Rwy 10: Poles beginning 58' from DER, 468' RIGHT of centerline, up to 41' AGL/1016' MSL.

Rwy 26L: Pole and buildings beginning 1247' from DER, 751' LEFT of centerline, up to 66' AGL/1079' MSL

Trees beginning 2797' from DER, 469' LEFT of centerline, up to 70' AGL/1103' MSL.

Rwy 26R: Pole 531' from DER, 619' RIGHT of centerline, 36' AGL/1032' MSL. Pole and trees beginning 172

from DER, 121' RIGHT of centerline, up to 60' AGL/1099' MSL. Trees beginning 1988' from DER, 61' LEFT

of centerline, up to 59' AGL/1097' MSL. Trees beginning 2811' from DER, 748' LEFT of centerline, up to

69' AGL/1113' MSL. Poles, trees and towers beginning 3414' from DER, 109' RIGHT of centerline, up to

101' AGL/1137' MSL.

Rwy 27L: Tank 3937' from DER, 1255' RIGHT of centerline, 103' AGL/1129' MSL.

Rwy 2/R: Terrain and signs beginning 17' from DER, 288' LEF of centerline, up to 5' AGL/1024' MSL.

lower and trees beginning 3657' from DEB 201' BIGHT of centerline. UP to 103' AGL / 1141' MSL.

Rwy 28: Catenary sign and trees beginning 1948' from DER 770' LEET of centerline, up to 63' AGI / lower and trees beginning 305' from DER, 201' RIGHT of centerline, up to 103' AGI / 114' MSE.

RWY	INITIAL CLIMB
8L	Climb heading 095° to intercept course 075° to HRSHL, then on depicted route to JOGOR. MAINTAIN 250 KT until KLEGG (ATC).
8R	Climb heading 095° to intercept course 072° to HRSHL, then on depicted route to JOGOR. MAINTAIN 250 KT until KLEGG (ATC).
9L	Climb heading 095° to intercept course 114° to GRITZ, then on depicted route to JOGOR. MAINTAIN 250 KT until HYZMN (ATC).
9R	Climb heading 095° to intercept course 111° to GRITZ, then on depicted route to JOGOR. MAINTAIN 250 KT until HYZMN (ATC).
10	Climb heading 095° to intercept course 105° to GRITZ, then on depicted route to JOGOR. MAINTAIN 250 KT until HYZMN (ATC).
26L	Climb heading 275° to intercept course 288° to SNUFY, then on depicted route to JOGOR.
26R	Climb heading 275° to intercept course 287° to SNUFY, then on depicted route to JOGOR.
27L/R	Climb heading 275° to 1527', then direct SLAWW, then on depicted route to JOGOR.
28	Climb heading 275° to intercept course 249° to WLSON, then on depicted route to JOGOR.
ROUTING	
MAINTAIN 10000' (or requested altitude, if lower). EXPECT clearance to filed altitude 10 minutes after departure.	

CHANGES: Procedure renumbered: obstacles:

10-3J

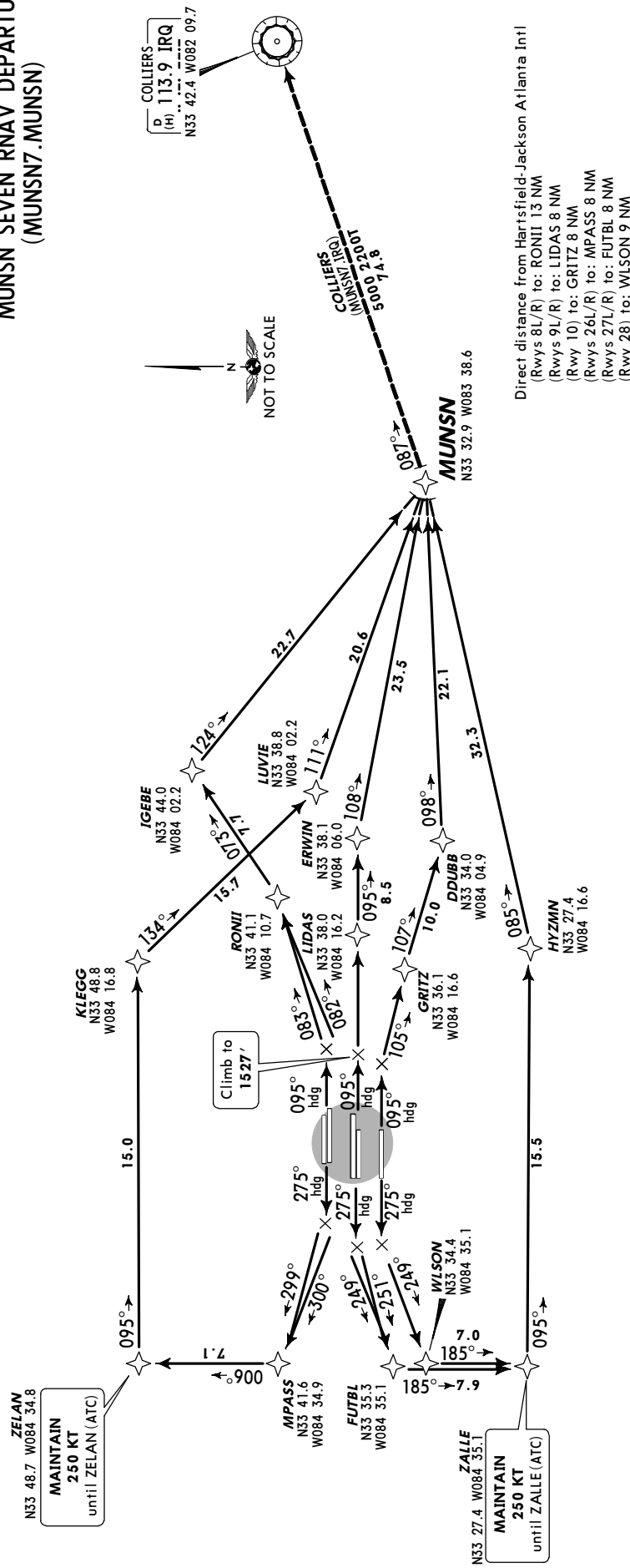
Eff 18 Sep

12 SEP 14 (10-3J) Eff 18 Sep RNAV SID

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. Aircraft at midfield ramps 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.

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. Aircraft at midfield ramps 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 SEVEN RNAV DEPARTURE
(MUNSN7.MUNSN)



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

OBSTACLES

Rwy 8L: Trees beginning 855' from DER, 533' RIGHT of centerline, up to 67' AGL/1048' MSL.

Rwy 8R: Trees beginning 345' from DER, 488' LEFT of centerline, up to 68' AGL/1013' MSL. Tower 4815' from DER, 1636' RIGHT of centerline, 151' AGL/1148' MSL.

Rwy 9L: Communication tower 4808' from DER, 1727' LEFT of centerline, 133' AGL/1129' MSL. Pole 4806' from DER, 1731' LEFT of centerline, 141' AGL/1137' MSL.

Rwy 10: Poles beginning 58' from DER, 488' RIGHT of centerline, up to 41' AGL/1016' MSL.

Rwy 28L: Pole and buildings beginning 1247' from DER, 751' LEFT of centerline, up to 66' AGL/1079' MSL. Trees beginning 2797' from DER, 469' RIGHT of centerline, up to 70' AGL/1103' MSL.

Rwy 28R: Pole 531' from DER, 619' RIGHT of centerline, 36' AGL/1032' MSL. Pole and trees beginning 1749' from DER, 121' RIGHT of centerline, up to 60' AGL/1099' MSL. Trees beginning 1988' from DER, 61' LEFT of centerline, up to 59' AGL/1097' MSL. Trees beginning 2811' from DER, 748' LEFT of centerline, up to 69' AGL/1113' MSL. Poles, trees and towers beginning 3414' from DER, 109' RIGHT of centerline, up to 101' AGL/1137' MSL.

Rwy 27L: Tank 3937' from DER, 1255' RIGHT of centerline, 103' AGL/1129' MSL.

Rwy 27R: Terrain and signs beginning 17' from DER, 288' LEFT of centerline, up to 5' AGL/1024' MSL. Pole 1012' from DER, 729' RIGHT of centerline, 32' AGL/1046' MSL. Agricultural equipment, elevator, tank, tower and trees beginning 3657' from DER, 201' RIGHT of centerline, up to 103' AGL/1141' MSL.

Rwy 28: Catenary, sign and trees beginning 1948' from DER, 770' LEFT of centerline, up to 63' AGL/1067' MSL. Trees beginning 3157' from DER, 1209' LEFT of centerline, up to 85' AGL/1097' MSL.

INITIAL CLIMB	
8L	Climb heading 095° to intercept course 083° to RONII, then on depicted route to MUNSN.
8R	Climb heading 095° to intercept course 082° to RONII, then on depicted route to MUNSN.
9L/R	Climb heading 095° to 1527°, then direct LIDAS, then on depicted route to MUNSN.
10	Climb heading 095° to intercept course 105° to GRITZ, then on depicted route to MUNSN.
26L	Climb heading 275° to intercept course 300° to MPASS, then on depicted route to MUNSN. MAINTAIN 250 KT until ZELAN (ATC).
26R	Climb heading 275° to intercept course 299° to MPASS, then on depicted route to MUNSN. MAINTAIN 250 KT until ZELAN (ATC).
27L	Climb heading 275° to intercept course 251° to FUTBL, then on depicted route to MUNSN. MAINTAIN 250 KT until ZALLE (ATC).
27R	Climb heading 275° to intercept course 249° to FUTBL, then on depicted route to MUNSN. MAINTAIN 250 KT until ZALLE (ATC).
28	Climb heading 275° to intercept course 249° to WLSOIN, then on depicted route to MUNSN. MAINTAIN 250 KT until ZALLE (ATC).
ROUTING	
MAINTAIN 10000' (or requested altitude, if lower). EXPECT clearance to filed altitude 10 minutes after departure.	

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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. Departure at midfield ramps will advise ramp tower 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.

(NOVSS6.NOVS5)

[illegible]

Direct distance from Hartsfield-Jackson Atlanta Intl

SARGE **1. C** **2. A** **3. E** **4. R** **5. G** **6. E** **7. E** **8. S**

 N32 17.9
 W084 34.3

ATLANTA Departure (R) <table> <tr> <td>Rwys 8L/R, 26L/R</td> <td>Rwys 9L/R, 27L/R</td> <td>Rwys 10, 28</td> </tr> <tr> <td>125.7</td> <td>125.65</td> <td>135.37</td> </tr> </table>	Rwys 8L/R, 26L/R	Rwys 9L/R, 27L/R	Rwys 10, 28	125.7	125.65	135.37	Trans level: FL 180 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. Aircraft at midfield ramps 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						

**NUGGT EIGHT RNAV DEPARTURE
(NUGGT8.NUGGT)**

OBSTACLES

Rwy 8L: Trees beginning 855' from DER, 533' LEFT of centerline, up to 67' AGL/1048' MSL.

Rwy 8R: Trees beginning 345' from DER, 488' LEFT of centerline, up to 68' AGL/1013' MSL. Tower 4815' from DER, 1636' RIGHT of centerline, 151' AGL/1148' MSL.

Rwy 9L: Communication tower 4808' from DER, 1727' LEFT of centerline, 133' AGL/1129' MSL. Pole 4806' from DER, 1731' LEFT of centerline, 141' AGL/1137' MSL.

Rwy 10: Poles beginning 58' from DER, 468' RIGHT of centerline, up to 41' AGL/1016' MSL.

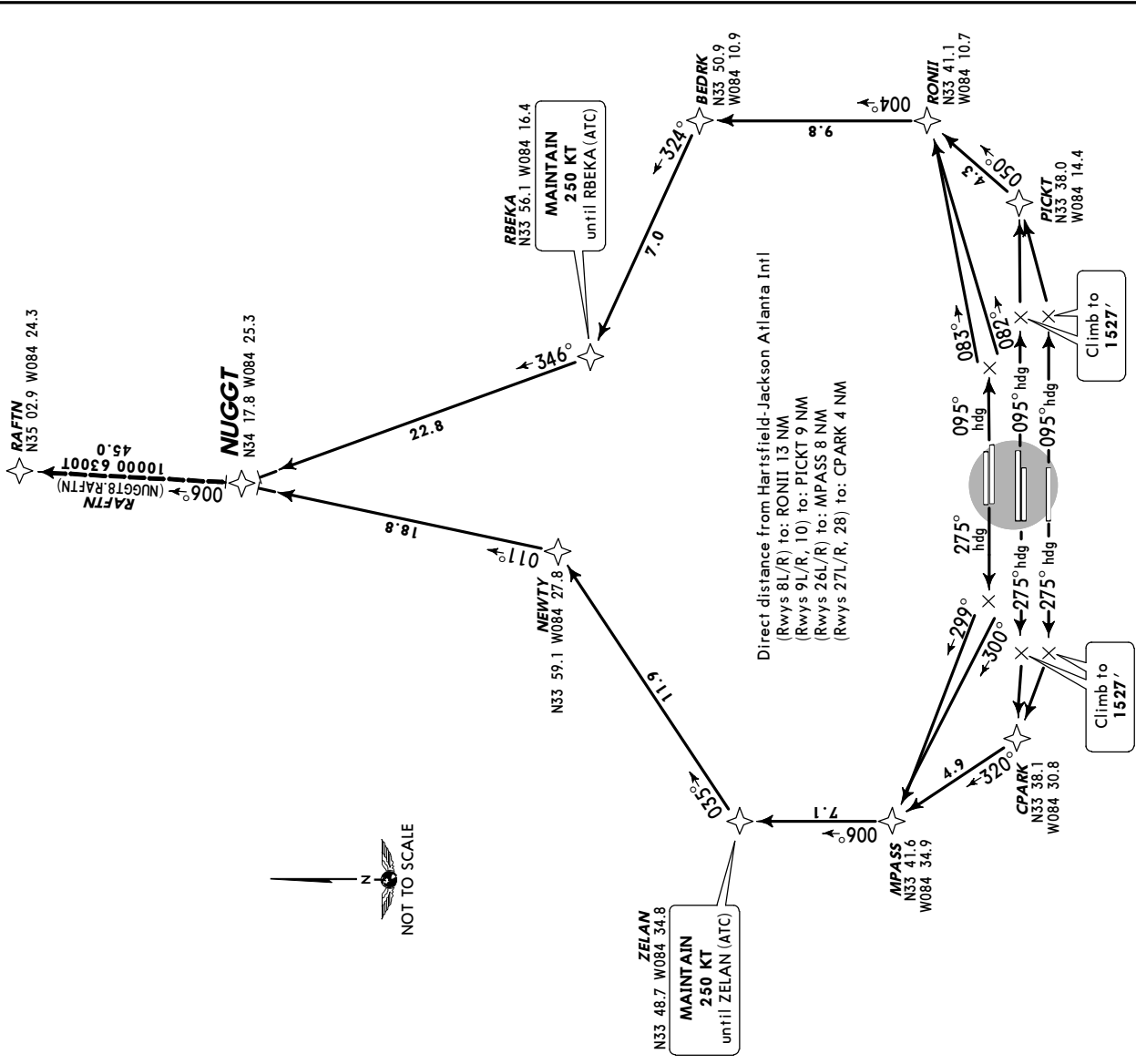
Rwy 26L: Pole and buildings beginning 1247' from DER, 751' LEFT of centerline, up to 66' AGL/1079' MSL. Trees beginning 2797' from DER, 469' LEFT of centerline, up to 70' AGL/1103' MSL.

Rwy 26R: Pole 531' from DER, 619' RIGHT of centerline, 36' AGL/1032' MSL. Pole and trees beginning 1749' from DER, 121' RIGHT of centerline, up to 60' AGL/1099' MSL. Trees beginning 1988' from DER, 61' LEFT of centerline, up to 59' AGL/1097' MSL. Trees beginning 2811' from DER, 748' LEFT of centerline, up to 69' AGL/1113' MSL. Poles, trees and towers beginning 3414' from DER, 109' RIGHT of centerline, up to 101' AGL/1137' MSL.

Rwy 27L: Tank 3937' from DER, 1255' RIGHT of centerline, 103' AGL/1129' MSL.

Rwy 27R: Terrain and signs beginning 17' from DER, 288' LEFT of centerline, up to 5' AGL/1024' MSL. Pole 1012' from DER, 729' RIGHT of centerline, 32' AGL/1046' MSL. Agricultural equipment, elevator, tank, tower and trees beginning 3657' from DER, 201' RIGHT of centerline, up to 103' AGL/1141' MSL.

Rwy 28: Catenary, sign and trees beginning 1948' from DER, 770' LEFT of centerline, up to 63' AGL/1067' MSL. Trees beginning 3157' from DER, 1209' LEFT of centerline, up to 85' AGL/1097' MSL.



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

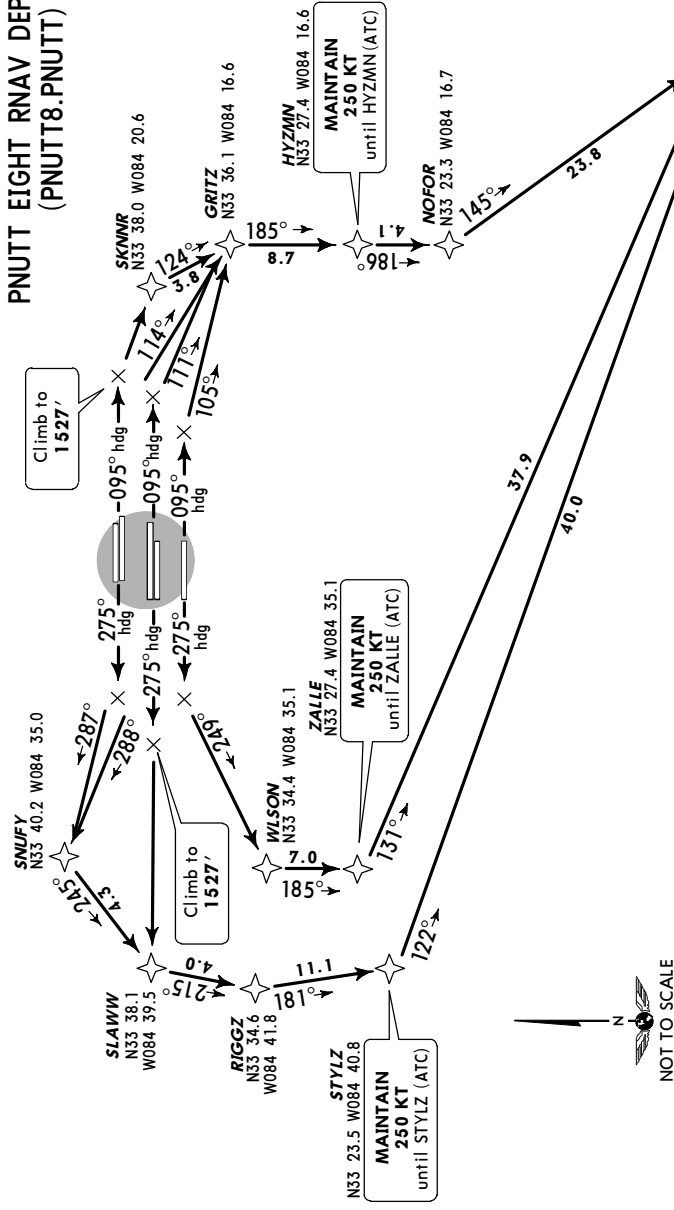
Gnd speed-KT	75	100	150	200	250	300
500' per NM	625	833	1250	1667	2083	2500

RWY	INITIAL CLIMB
8L	Climb heading 095° to intercept course 083° to RONI, then on depicted route to NUGGT, MAINTAIN 250 KT until RBEKA (ATC).
8R	Climb heading 095° to intercept course 082° to RONI, then on depicted route to NUGGT, MAINTAIN 250 KT until RBEKA (ATC).
9L/R, 10	Climb heading 095° to 1527°, then direct PICKT, then on depicted route to NUGGT, MAINTAIN 250 KT until RBEKA (ATC).
26L	Climb heading 275° to intercept course 300° to MPASS, then on depicted route to NUGGT, MAINTAIN 250 KT until ZELAN (ATC).
26R	Climb heading 275° to intercept course 299° to MPASS, then on depicted route to NUGGT, MAINTAIN 250 KT until ZELAN (ATC).
27L/R	Climb heading 275° to 1527°, then direct CPARK, then on depicted route to NUGGT, MAINTAIN 250 KT until ZELAN (ATC).
28	Climb heading 275° to 1527°, then RIGHT turn direct to CPARK, then on depicted route to NUGGT, MAINTAIN 250 KT until ZELAN (ATC).
ROUTING	
MAINTAIN 10000' (or requested altitude if lower). EXPECT clearance to filed altitude 10 minutes after departure.	

	ATLANTA Departure (R)	Apt./Elev	Trans level: FL180 Trans alt: 18000'
Rwys 8L/R, 26L/R	Rwys 9L/R, 27L/R	Rwys 10, 28	
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.
7. Use Departure frequency depicted unless otherwise assigned.
8. Transponder code will be issued via PD.
9. Aircraft at midfield ramps will advise ramp towers of departure SID prior to pushback. Upon receipt of clearance (Delivery) readback only your call sign and transponder code, unless you have a question.

**PNUTT EIGHT RNAV DEPARTURE
(PNUTT8.PNUTT)**



This SID requires take-off minimums (for standard minimums, refer to airport chart): All Rwy's: 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
8L/R	Climb heading 095° to 1527°, then RIGHT turn direct SKNNR, then on depicted route to PNU TT, MAINTAIN 250 KT until HYZMN (ATC).
9L	Climb heading 095° to intercept course 114° to GRITZ, then on depicted route to PNU TT, MAINTAIN 250 KT until HYZMN (ATC).
9R	Climb heading 095° to intercept course 111° to GRITZ, then on depicted route to PNU TT, MAINTAIN 250 KT until HYZMN (ATC).
10	Climb heading 095° to intercept course 105° to GRITZ, then on depicted route to PNU TT, MAINTAIN 250 KT until HYZMN (ATC).
26L	Climb heading 275° to intercept course 288° to SNUFY, then on depicted route to PNU TT, MAINTAIN 250 KT until STYLZ (ATC).
26R	Climb heading 275° to intercept course 287° to SNUFY, then on depicted route to PNU TT, MAINTAIN 250 KT until STYLZ (ATC).
27L/R	Climb heading 275° to 1527°, then direct SLAWW, then on depicted route to PNU TT, MAINTAIN 250 KT until STYLZ (ATC).
28	Climb heading 275° to intercept course 249° to WLSN, then on depicted route to PNU TT, MAINTAIN 250 KT until ZALL (ATC).

ROUTING
 MAINTAIN 10000' (or requested altitude, if lower). EXPECT clearance to filed altitude 10 minutes after departure.

OBSTACLES

OBSTACLES

Rwy 8L: Trees beginning 855' from DER, 533' LEFT of centerline, up to 67' AGL/1048' MSL.

Rwy 8R: Trees beginning 345' from DER, 488' LEFT of centerline, up to 68' AGL/1013' MSL. Tower 4815' from DER, 1636' RIGHT of centerline, 151' AGL/1148' MSL.

Rwy 9L: Communication tower 4808' from DER, 1727' LEFT of centerline, 133' AGL/1129' MSL. Pole 4806' from DER, 1731' LEFT of centerline, 141' AGL/1137' MSL.

Rwy 10: Poles beginning 58' from DER, 468' RIGHT of centerline, up to 41' AGL/1016' MSL.

Rwy 26L: Pole and buildings beginning 1247' from DER, 751' LEFT of centerline, up to 66' AGL/1079' MSL. Trees beginning 2797' from DER, 469' LEFT of centerline, up to 70' AGL/1103' MSL.

Rwy 26R: Pole 531' from DER, 619' RIGHT of centerline, 36' AGL/1032' MSL. Pole and trees beginning 1749' from DER, 121' RIGHT of centerline, up to 60' AGL/1099' MSL. Trees beginning 1988' from DER, 161' LEFT of centerline, up to 59' AGL/1097' MSL. Trees beginning 2811' from DER, 748' LEFT of centerline, up to 69' AGL/1113' MSL. Poles, trees and towers beginning 3414' from DER, 109' RIGHT of centerline, up to 101' AGL/1137' MSL.

Rwy 27L: Tank 3937' from DER, 1255' RIGHT of centerline, 103' AGL/1129' MSL.

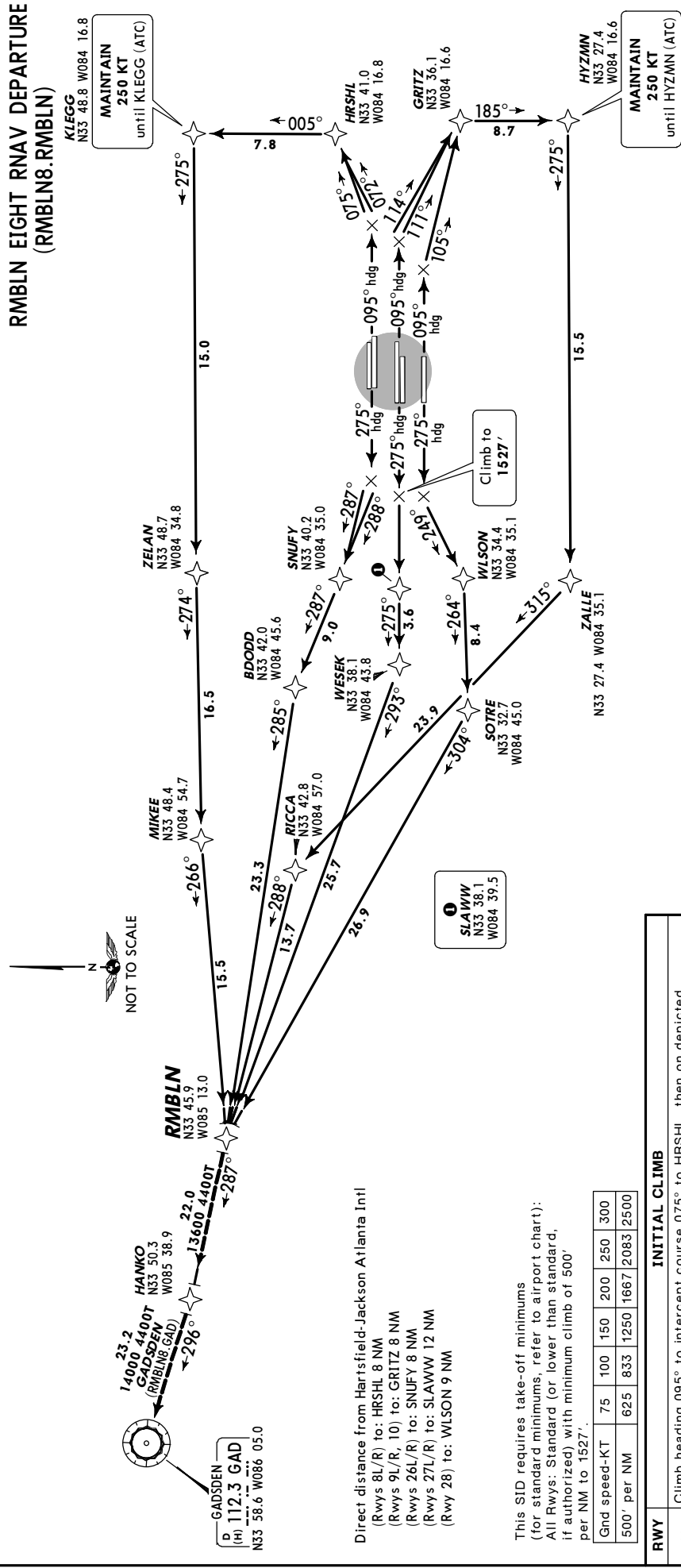
Rwy 27R: Terrain and signs beginning 17' from DER, 288' LEFT of centerline, up to 5' AGL/1024' MSL. Pole 1012' from DER, 729' RIGHT of centerline, 32' AGL/1046' MSL. Agricultural equipment, elevator, tank, tower and trees beginning 3657' from DER, 201' RIGHT of centerline, up to 103' AGL/1141' MSL.

Rwy 28: Catenary, sign and trees beginning 1948' from DER, 770' LEFT of centerline, up to 63' AGL/1067' MSL. Trees beginning 3157' from DER, 1209' LEFT of centerline, up to 85' AGL/1097' MSL.

CHANGES: Procedure renumbered. take-off minimums obstacles

ATLANTA Departure (R)			Apr Elev 1026'	Trans level: FL180 Trans alt: 18000'
Rwys	9L/R, 27L/R	Rwys		
8L/R, 26L/R	125.7	10, 28	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. Aircraft at midfield ramps 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.



Direct distance from Hartsfield-Jackson Atlanta Intl
(Rwys 8L/R) to: HRS HL 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: WILSON 9 NM

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'.

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

INITIAL CLIMB	
8L	Climb heading 095° to intercept course 075° to HRS HL, then on depicted route to RMBLN. MAINTAIN 250 KT until KLEGG (ATC).
8R	Climb heading 095° to intercept course 072° to HRS HL, then on depicted route to RMBLN. MAINTAIN 250 KT until KLEGG (ATC).
9L	Climb heading 095° to intercept course 114° to GRITZ, then on depicted route to RMBLN. MAINTAIN 250 KT until HYZMN (ATC).
9R	Climb heading 095° to intercept course 111° to GRITZ, then on depicted route to RMBLN. MAINTAIN 250 KT until HYZMN (ATC).
10	Climb heading 095° to intercept course 105° to GRITZ, then on depicted route to RMBLN. MAINTAIN 250 KT until HYZMN (ATC).
26L	Climb heading 275° to intercept course 288° to SNUFY, then on depicted route to RMBLN.
26R	Climb heading 275° to intercept course 287° to SNUFY, then on depicted route to RMBLN.
27L/R	Climb heading 275° to 1527', then direct SLAWW, then on depicted route to RMBLN.
28	Climb heading 275° to intercept course 249° to WILSON, then on depicted route to RMBLN.
ROUTING	
MAINTAIN 10000' (or requested altitude, if lower). EXPECT clearance to filed altitude 10 minutes after departure.	

OBSTACLES

- Rwy 8L: Trees beginning 855' from DER, 533' LEFT of centerline, up to 67' AGL/1048' MSL.
Rwy 8R: Trees beginning 345' from DER, 488' LEFT of centerline, up to 68' AGL/1013' MSL. Tower 4815' from DER, 1636' RIGHT of centerline, 151' AGL/1148' MSL.
Rwy 9L: Communication tower 4808' from DER, 1727' LEFT of centerline, 133' AGL/1129' MSL. Pole 4806' from DER, 1731' LEFT of centerline, 141' AGL/1137' MSL.
Rwy 10: Poles beginning 58' from DER, 468' RIGHT of centerline, up to 41' AGL/1016' MSL.
Rwy 26L: Pole and buildings beginning 1247' from DER, 751' LEFT of centerline, up to 66' AGL/1079' MSL. Trees beginning 2797' from DER, 469' LEFT of centerline, up to 70' AGL/1103' MSL.
Rwy 26R: Pole 531' from DER, 619' RIGHT of centerline, 36' AGL/1032' MSL. Pole and trees beginning 1749' from DER, 121' RIGHT of centerline, up to 60' AGL/1099' MSL. Trees beginning 1988' from DER, 61' LEFT of centerline, up to 59' AGL/1097' MSL. Trees beginning 2811' from DER, 748' LEFT of centerline, up to 69' AGL/1113' MSL. Poles, trees and towers beginning 3414' from DER, 109' RIGHT of centerline, up to 101' AGL/1137' MSL.
Rwy 27L: Tank 3937' from DER, 1255' RIGHT of centerline, 103' AGL/1129' MSL.
Rwy 27R: Terrain and signs beginning 17' from DER, 288' LEFT of centerline, up to 5' AGL/1024' MSL. Pole 1012' from DER, 729' RIGHT of centerline, 32' AGL/1046' MSL. Agricultural equipment, elevator, tank, tower and trees beginning 3657' from DER, 201' RIGHT of centerline, up to 103' AGL/1141' MSL.
Rwy 28: Catenary, sign and trees beginning 1948' from DER, 770' LEFT of centerline, up to 63' AGL/1067' MSL. Trees beginning 3157' from DER, 1209' LEFT of centerline, up to 85' AGL/1097' MSL.

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. Aircraft at midfield ramps 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.

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

OBSTACLES

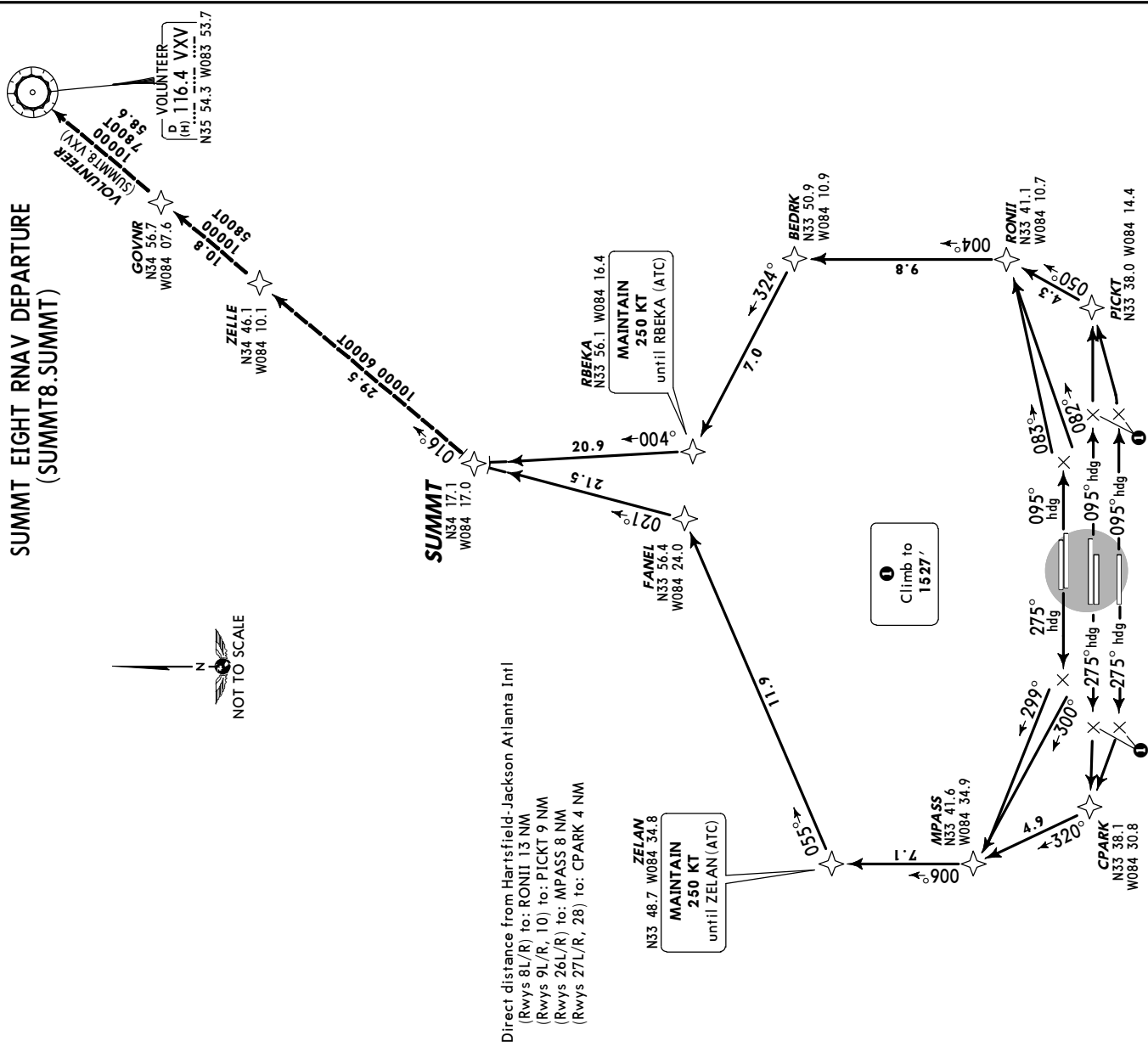
Rwy 8L: Trees beginning 855' from DER, 533' LEFT of centerline, up to 67' AGL/1048' MSL.
Rwy 8R: Trees beginning 345' from DER, 488' LEFT of centerline, up to 68' AGL/1013' MSL. Tower 4815' from DER, 1636' RIGHT of centerline, 151' AGL/1148' MSL.
Rwy 9L: Communication tower 4808' from DER, 1727' LEFT of centerline, 133' AGL/1129' MSL. Pole 4806' from DER, 1731' LEFT of centerline, 141' AGL/1137' MSL.
Rwy 10: Poles beginning 58' from DER, 468' RIGHT of centerline, up to 41' AGL/1016' MSL.
Rwy 26L: Pole and buildings beginning 1247' from DER, 751' LEFT of centerline, up to 66' AGL/1079' MSL. Trees beginning 2797' from DER, 469' LEFT of centerline, up to 70' AGL/1103' MSL.
Rwy 26R: Pole 531' from DER, 619' RIGHT of centerline, 36' AGL/1032' MSL. Pole and trees beginning 1749' from DER, 121' RIGHT of centerline, up to 60' AGL/1099' MSL. Trees beginning 1988' from DER, 61' LEFT of centerline, up to 59' AGL/1097' MSL. Trees beginning 2811' from DER, 748' LEFT of centerline, up to 69' AGL/1113' MSL. Poles, trees and towers beginning 3414' from DER, 109' RIGHT of centerline, up to 101' AGL/1137' MSL.
Rwy 27L: Tank 3937' from DER, 1255' RIGHT of centerline, 103' AGL/1129' MSL.
Rwy 27R: Terrain and signs beginning 17' from DER, 288' LEFT of centerline, up to 5' AGL/1024' MSL. Pole 1012' from DER, 729' RIGHT of centerline, 32' AGL/1046' MSL. Agricultural equipment, elevator, tank, tower and trees beginning 3657' from DER, 201' RIGHT of centerline, up to 103' AGL/1141' MSL.
Rwy 28: Catenary, sign and trees beginning 1948' from DER, 770' LEFT of centerline, up to 63' AGL/1067' MSL. Trees beginning 3157' from DER, 1209' LEFT of centerline, up to 85' AGL/1097' 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
8L		Climb heading 095° to intercept course 083° to RONI1, then on depicted route to SUMMT, MAINTAIN 250 KT until RBEKA (ATC).
8R		Climb heading 095° to intercept course 082° to RONI1, then on depicted route to SUMMT, MAINTAIN 250 KT until RBEKA (ATC).
9L/R, 10		Climb heading 095° to 1527', then direct PICKT, then on depicted route to SUMMT, MAINTAIN 250 KT until RBEKA (ATC).
26L		Climb heading 275° to intercept course 300° to MPASS, then on depicted route to SUMMT, MAINTAIN 250 KT until ZELAN (ATC).
26R		Climb heading 275° to intercept course 299° to MPASS, then on depicted route to SUMMT, MAINTAIN 250 KT until ZELAN (ATC).
27L/R		Climb heading 275° to 1527', then direct CPARK, then on depicted route to SUMMT, MAINTAIN 250 KT until ZELAN (ATC).
28		Climb heading 275° to 1527', then RIGHT turn direct CPARK, then on depicted route to SUMMT, MAINTAIN 250 KT until ZELAN (ATC).
		ROUTING
MAINTAIN 10000' (or requested altitude, if lower). EXPECT clearance to filed altitude 10 minutes after departure.		

SUMMT EIGHT RNAV DEPARTURE
(SUMMT8.SUMMT)



ATLANTA Departure (R)			Apt Elev	Trans level: FL180 Trans alt: 18000'
Rwys 8L/R, 26L/R	Rwys 9L/R, 27L/R	Rwys 10, 28		
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. Aircraft at midfield ramps 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.

OBSTACLES

Rwy 8L: Trees beginning 855' from DER, 533' LEFT of centerline, up to 67' AGL/1048' MSL.
Rwy 8R: Trees beginning 345' from DER, 488' LEFT of centerline, up to 68' AGL/1013' MSL. Tower 4815' from DER, 1636' RIGHT of centerline, 151' AGL/1148' MSL.
Rwy 9L: Communication tower 4808' from DER, 1727' LEFT of centerline, 133' AGL/1129' MSL. Pole 4806' from DER, 1731' LEFT of centerline, 141' AGL/1137' MSL.
Rwy 10: Poles beginning 58' from DER, 468' RIGHT of centerline, up to 41' AGL/1016' MSL.
Rwy 26L: Pole and buildings beginning 1247' from DER, 751' LEFT of centerline, up to 66' AGL/1079' MSL. Trees beginning 2797' from DER, 469' LEFT of centerline, up to 70' AGL/1103' MSL.
Rwy 26R: Pole 531' from DER, 619' RIGHT of centerline, 36' AGL/1032' MSL. Pole and trees beginning 1749' from DER, 121' RIGHT of centerline, up to 60' AGL/1099' MSL. Trees beginning 1988' from DER, 61' LEFT of centerline, up to 59' AGL/1097' MSL. Trees beginning 2811' from DER, 748' LEFT of centerline, up to 69' AGL/1113' MSL. Poles, trees and towers beginning 3414' from DER, 109' RIGHT of centerline, up to 101' AGL/1137' MSL.
Rwy 27L: Tank 3937' from DER, 1255' RIGHT of centerline, 103' AGL/1129' MSL.
Rwy 27R: Terrain and signs beginning 17' from DER, 288' LEFT of centerline, up to 5' AGL/1024' MSL. Pole 1012' from DER, 729' RIGHT of centerline, 32' AGL/1046' MSL. Agricultural equipment, elevator, tank, tower and trees beginning 3657' from DER, 201' RIGHT of centerline, up to 103' AGL/1141' MSL.
Rwy 28: Catenary, sign and trees beginning 1948' from DER, 770' LEFT of centerline, up to 63' AGL/1067' MSL. Trees beginning 3157' from DER, 1209' LEFT of centerline, up to 85' AGL/1097' MSL.

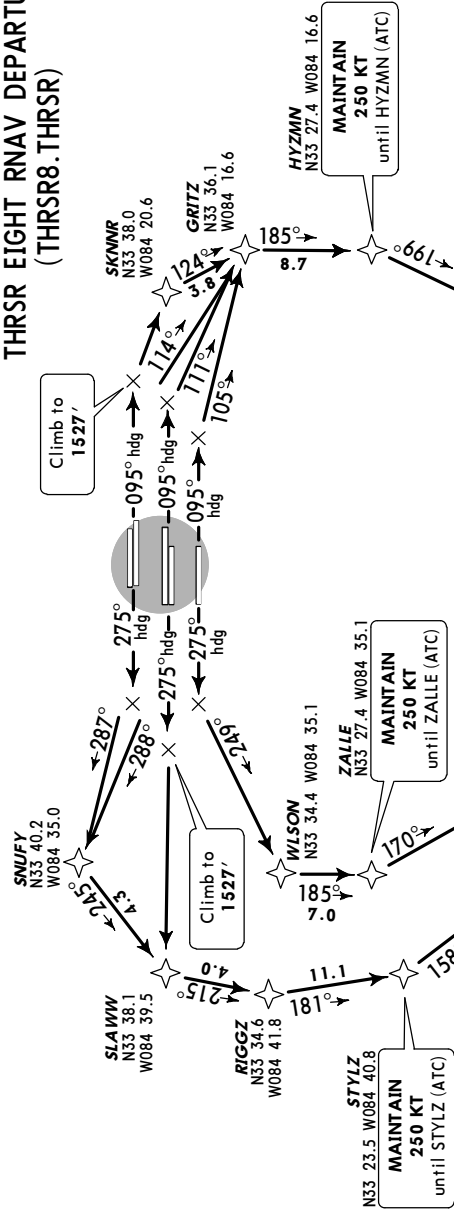
This SID requires take-off minimums (for standard minimums, refer to airport chart):
All Rwys: Standard (or lower than standard, if authorized) with minimum climb of 500' per NM to 1527'.

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

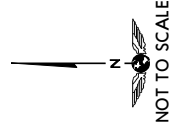
RWY	INITIAL CLIMB
8L/R	Climb heading 095° to 1527', then RIGHT turn direct SKNNR, then on depicted route to THRSR, MAINTAIN 250 KT until HYZMN (ATC).
9L	Climb heading 095° to intercept course 114° to GRITZ, then on depicted route to THRSR, MAINTAIN 250 KT until HYZMN (ATC).
9R	Climb heading 095° to intercept course 111° to GRITZ, then on depicted route to THRSR, MAINTAIN 250 KT until HYZMN (ATC).
10	Climb heading 095° to intercept course 105° to GRITZ, then on depicted route to THRSR, MAINTAIN 250 KT until HYZMN (ATC).
26L	Climb heading 275° to intercept course 288° to SNUFY, then on depicted route to THRSR, MAINTAIN 250 KT until STYLZ (ATC).
26R	Climb heading 275° to intercept course 287° to SNUFY, then on depicted route to THRSR, MAINTAIN 250 KT until STYLZ (ATC).
27L/R	Climb heading 275° to 1527', then direct SLAWW, then on depicted route to THRSR, MAINTAIN 250 KT until STYLZ (ATC).
28	Climb heading 275° to intercept course 249° to WLSON, then on depicted route to THRSR, MAINTAIN 250 KT until ZALLE (ATC).
ROUTING	
MAINTAIN 10000' (or requested altitude, if lower). EXPECT clearance to filed altitude 10 minutes after departure.	

CHANGES: Procedure renumbered, take-off minimums, obstacles.

THRSR EIGHT RNAV DEPARTURE
(THRSR8.THRSR)



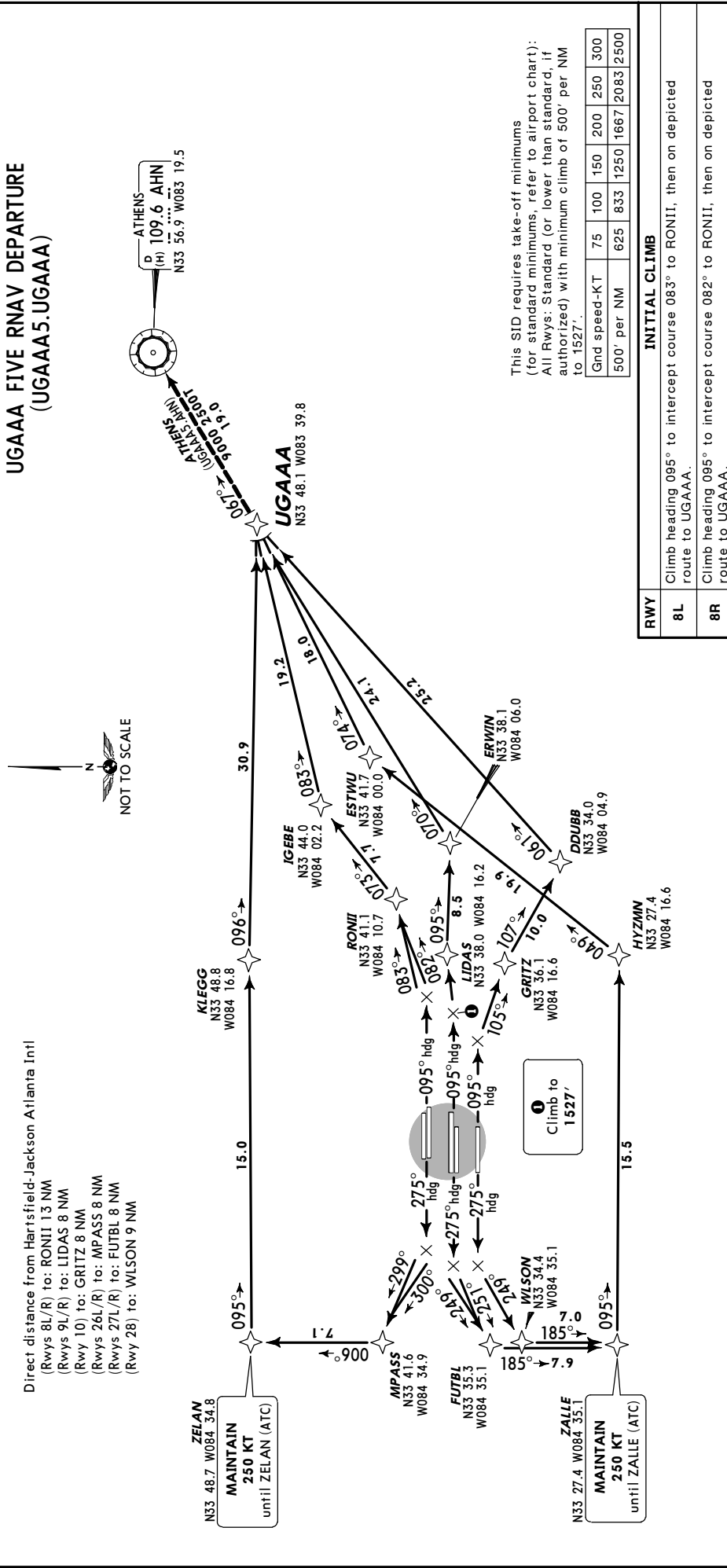
Direct distance from Hartsfield-Jackson Atlanta Intl
(Rwys 8L/R) to: SKNNR 4 NM
(Rwys 9L/R, 10) to: GRITZ 8 NM
(Rwys 26L/R) to: SNUFY 8 NM
(Rwys 27L/R) to: SLAWW 12 NM
(Rwy 28) to: WLSON 9 NM



NOT TO SCALE

ATLANTA Departure (R)		Apt Elev 1026'	Trans level: FL180 Trans alt: 18000'
Rwys 8L/R, 26L/R	Rwys 9L/R, 27L/R		
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. Aircraft at midfield ramps 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.



OBSTACLES		9L/R	Climb heading 095° to 1527', then direct LIDAS, then on depicted route to UGAAA.
Rwy 8L: Trees beginning 855' from DER, 533' LEFT of centerline, up to 67' AGL/1048' MSL. Rwy 8R: Trees beginning 345' from DER, 488' LEFT of centerline, up to 68' AGL/1013' MSL. Tower 4815' from DER, 1636' RIGHT of centerline. 151' AGL/1148' MSL.	10	Climb heading 095° to intercept course 105° to GRITZ, then on depicted route to UGAAA.	
Rwy 9L: Communication tower 4808' from DER, 1727' LEFT of centerline, 133' AGL/1129' MSL. Pole 4806' from DER, 1731' LEFT of centerline, 141' AGL/1137' MSL.	26L	Climb heading 275° to intercept course 300° to MPASS, then on depicted route to UGAAA. MAINTAIN 250 KT until ZELAN (ATC).	
Rwy 10: Poles beginning 58' from DER, 468' RIGHT of centerline, up to 41' AGL/1016' MSL.	26R	Climb heading 275° to intercept course 299° to MPASS, then on depicted route to UGAAA. MAINTAIN 250 KT until ZELAN (ATC).	
Rwy 26L: Pole and buildings beginning 1247' from DER, 751' LEFT of centerline, up to 66' AGL/1079' MSL. Trees beginning 2797' from DER, 489' LEFT of centerline, up to 70' AGL/1103' MSL.	27L	Climb heading 275° to intercept course 251° to FUTBL, then on depicted route to UGAAA. MAINTAIN 250 KT until ZALLE (ATC).	
Rwy 26R: Pole 531' from DER, 619' RIGHT of centerline, 36' AGL/1032' MSL. Pole and trees beginning 1749' from DER, 121' RIGHT of centerline, up to 60' AGL/1099' MSL. Trees beginning 1988' from DER, 61' LEFT of centerline, up to 59' AGL/1097' MSL. Trees beginning 2811' from DER, 748' LEFT of centerline, up to 69' AGL/1113' MSL. Poles, trees and towers beginning 3414' from DER, 109' RIGHT of centerline, up to 101' AGL/1137' MSL.	27R	Climb heading 275° to intercept course 249° to FUTBL, then on depicted route to UGAAA. MAINTAIN 250 KT until ZALLE (ATC).	
Rwy 27L: Tank 3937' from DER, 1255' RIGHT of centerline, 103' AGL/1129' MSL.	28	Climb heading 275° to intercept course 249° to WLSOIN, then on depicted route to UGAAA. MAINTAIN 250 KT until ZALLE (ATC).	
Rwy 27R: Terrain and signs beginning 17' from DER, 288' LEFT of centerline, up to 5' AGL/1024' MSL. Pole 1012' from DER, 729' RIGHT of centerline, 32' AGL/1046' MSL. Agricultural equipment, elevator, tank, tower and trees beginning 3657' from DER, 201' RIGHT of centerline, up to 103' AGL/1141' MSL.	ROUTING		
Rwy 28: Catenary, sign and trees beginning 1948' from DER, 770' LEFT of centerline, up to 63' AGL/1067' MSL. Trees beginning 3157' from DER, 1209' LEFT of centerline, up to 85' AGL/1097' MSL.	MAINTAIN 10000' (or requested altitude, if lower). EXPECT clearance to filed altitude 10 minutes after departure.		

OBSTACLES

Rwy 8L: Trees beginning 855' from DER, 533' LEFT of centerline, up to 67' AGL/1048' MSL.
Rwy 8R: Trees beginning 345' from DER, 488' LEFT of centerline, up to 68' AGL/1013' MSL. Tower 4815' from DER, 1636' RIGHT of centerline, 151' AGL/1148' MSL.
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Rwy 27L: Tank 3937' from DER, 1255' RIGHT of centerline, 103' AGL/1129' MSL.
Rwy 27R: Terrain and signs beginning 17' from DER, 288' LEFT of centerline, up to 5' AGL/1024' MSL. Pole 1012' from DER, 729' RIGHT of centerline, 32' AGL/1046' MSL. Agricultural equipment, elevator, tank, tower and trees beginning 3657' from DER, 201' RIGHT of centerline, up to 103' AGL/1141' MSL.
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CHANGES: Procedure renumbered, take-off minimums, obstacles.

D-ATIS		ATLANTA Clearance		Ground	
125.55	ACARS: D-ATIS	118.1	Rwys 8L/R, 26L/R	121.9	Rwys 9L/R, 27L/R
119.1	Rwys 8R/26L	119.3	Rwys 9L/27R	121.75	Rwys 10/28
125.32	Rwys 9L/27R	119.5	ATLANTA Departure (R)	125.7	Rwys 9L/R, 27L/R
				125.65	Rwys 10/28
				135.37	Rwys 10/28

Below RVR 1200 down to and including RVR 600, all twys are available except Twy A west of Twy A3, and Twys B2, B4, B6, B10, M6, N5, U, S and SC north of Twy R.

All aircraft using ATL with wingspans greater than 199' (61m) in width are required to use taxi speeds not greater than 15 mph (normal taxi speeds are 20+ mph) at all times on all taxiing airfield pavement surfaces.

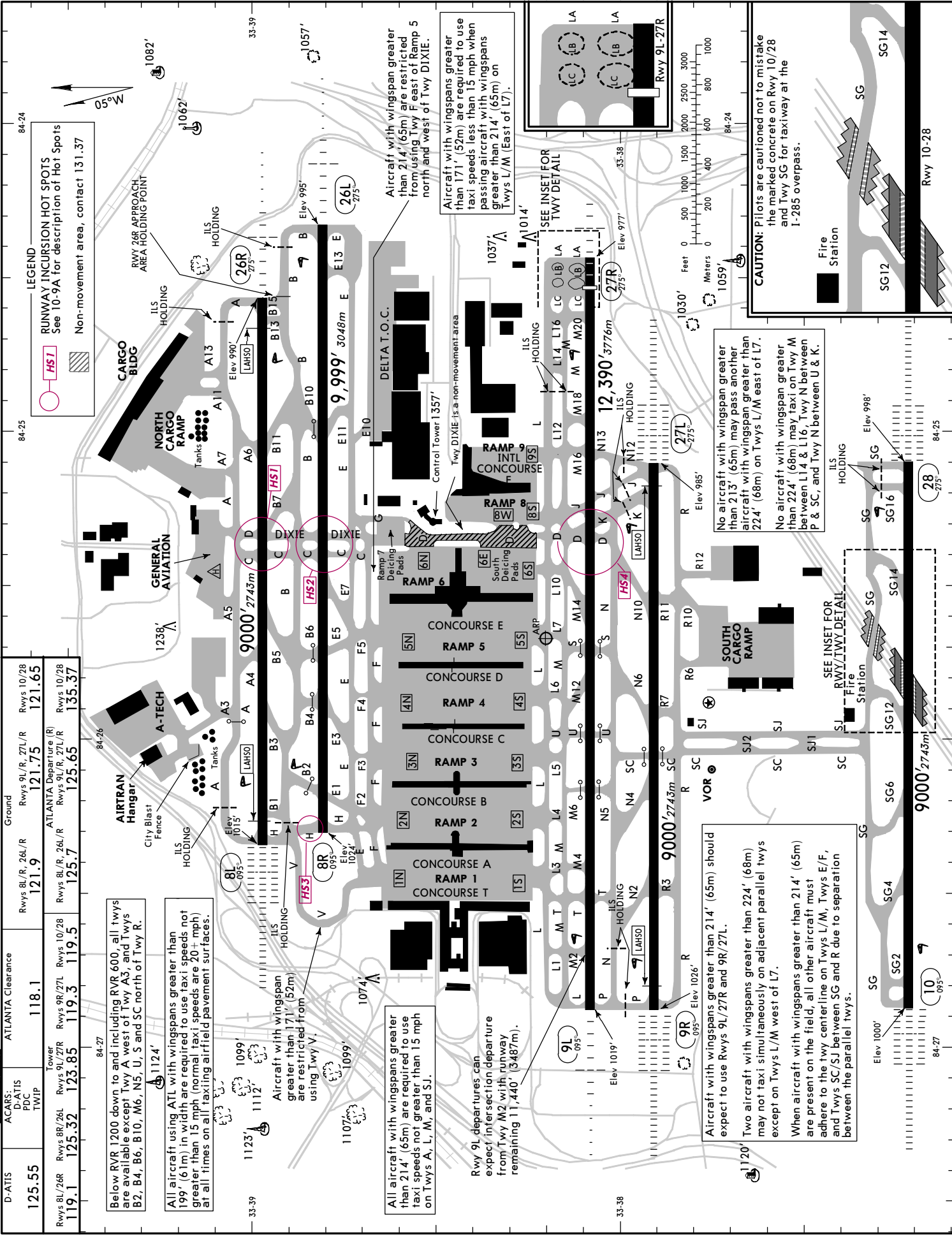
All aircraft with wingspans greater than 214' (65m) are required to use taxi speeds not greater than 15 mph on Twys A, L, M, and SJ.

Rwy 9L departures can expect intersection departure from Twy M2 with runway remaining 11,440' (3487m).

Aircraft with wingspans greater than 214' (65m) should expect to use Twys 9L/27R and 9R/27L.

Two aircraft with wingspans greater than 224' (68m) may not taxi simultaneously on adjacent parallel twys except on Twys L/M west of L7.

When aircraft with wingspans greater than 214' (65m) are present on the field, all other aircraft must adhere to the twy centerline on Twys L/M, Twys E/F, and Twys SC/SJ between SG and R due to separation between the parallel twys.



GENERAL
ASDE-X surveillance system in use. Operate transponders with Mode C on all 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			TAKE-OFF WIDTH
		—LANDING BEYOND—		LAHSO Distance	
		Threshold	Glide Slope		
8R	HIRL CL ➊ PAPI-L	grooved RVR		8751' 2667m	150' 46m
26L	HIRL CL MALS R PAPI-L	grooved RVR		8900' 2713m	

➊ Angle 3.0°.

8L	HIRL CL ALSF-II TDZ ➋ PAPI-L grooved RVR	7600' 2316m	Twy B13 8490' 2568m	150' 46m
26R	HIRL CL MALS R TDZ PAPI-L grooved RVR	➌ 8800' 2682m	Twy H 8600' 2621m	

➋ Angle 3.0°.
➌ Last 200' (61m) is unavailable for landing distance computations.

9R	HIRL CL ALSF-II TDZ ➍ PAPI-L grooved RVR	➍ 8925' 2720m	Twy J 8627' 2630m	150' 46m
27L	HIRL CL ALSF-II TDZ ➎ PAPI-R grooved RVR	➎ 8865' 2702m	Twy P 8600' 2621m	

➍ Angle 3.0°.
➎ Last 75' (23m) is unavailable for landing distance computations.
➏ Last 135' (41m) is unavailable for landing distance computations.

9L	HIRL CL MALS R PAPI-R grooved RVR	➏ 11,730' 3575m	10,630' 3240m	150' 46m
➐ 27R	HIRL CL MALS ➐ PAPI-R grooved RVR	➐ 11,690' 3563m	10,670' 3252m	

➑ Tree 4424' (1348m) from departure end of runway, 1006' (307m) right of centerline.
➒ Angle 3.0°.
➓ Last 660' (201m) is unavailable for landing distance computations.
➔ Last 200' (61m) is unavailable for landing distance computations.

10	HIRL CL ALSF-II TDZ	7850' 2393m	7900' 2408m	150' 46m
28				

RUNWAY INCURSION HOT SPOTS

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

HST1 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.

HST2 Intersections of Twys C and DIXIE at Rwy 8R/26L. Caution transitioning between the parallel runways. Rwy hold bar is cantd 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.

HST3 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.

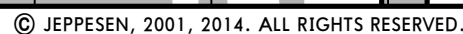
HST4 Intersection of Twy DIXIE at Rwy 9L/27R. Aircraft southbound on Twy DIXIE fail to turn on Twy L/M and enter Rwy 9L/27R. Aircraft crossing Rwy 9L/27R at Twy DIXIE southbound to Twy K must turn 45 degrees left immediately after crossing the Rwy hold bar.

TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE						
Rwys 8L, 9R, 10, 26L, 26R, 27R, 27L, 28						
2 operating RVRs are required All operating RVRs are controlling			Adequate Vis Ref		STD	
CL & HIRL	CL, or RCLM & HIRL				3 & 4 Eng	
1 & 2 Eng						
TDZ RVR 5	TDZ RVR 10			RVR 24 or 1/2		RVR 50 or 1
Mid RVR 5	Mid RVR 10					
Rollout RVR 5	Rollout RVR 10					
Rwy 8R						
1 With Mim climb of 250' /NM to 1200'						
2 operating RVRs are required All operating RVRs are controlling		Adequate Vis Ref		STD		Other
CL & HIRL	CL, or RCLM & HIRL		3 & 4 Eng		1 & 2 Eng	
1 & 2 Eng						
TDZ RVR 5	TDZ RVR 10			RVR 24 or 1/2		300- RVR 50 or 1
Mid RVR 5	Mid RVR 10					
Rollout RVR 5	Rollout RVR 10					
1 Alternatively, with standard take-off minimums and a normal 200' /NM climb gradient, take-off must occur no later than 2000' prior to departure end of runway.						
Rwy 9L						
With Mim climb of 260' /NM to 1200'						
2 operating RVRs are required All operating RVRs are controlling		Adequate Vis Ref		STD		Other
CL & HIRL	CL, or RCLM & HIRL		3 & 4 Eng		1 & 2 Eng	
1 & 2 Eng						
TDZ RVR 5	TDZ RVR 10			RVR 24 or 1/2		300- RVR 50 or 1
Mid RVR 5	Mid RVR 10					
Rollout RVR 5	Rollout RVR 10					

OBSTACLE DP
Rwy 8R - Climb heading 095° to 1500' before turning right.
Rwy 9L - Climb heading 095° to 1400' before turning left.

FOR FILING AS ALTERNATE					
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 RNAV (GPS) Y Rwy 8R RNAV (GPS) Rwy 9L/R RNAV (GPS) Y Rwy 10 RNAV (GPS) Rwy 26L		RNAV (GPS) PRM Rwy 26L RNAV (GPS) Y Rwy 26R RNAV (GPS) PRM Y Rwy 26R RNAV (GPS) PRM Rwy 27L/R RNAV (GPS) PRM Rwy 27L/R RNAV (GPS) Y Rwy 28 RNAV (GPS) PRM Y Rwy 28 RNAV (RNP) Z Rwy 8L RNAV (RNP) Z Rwy 10 RNAV (RNP) Z Rwy 26R RNAV (RNP) Z Rwy 28		RNAV (GPS) PRM Rwy 8R RNAV (GPS) PRM Rwy 9L/R RNAV (GPS) PRM Y Rwy 8L RNAV (GPS) PRM Y Rwy 10 RNAV (GPS) PRM Y Rwy 26L	

600-2		800-2		NA	
A					
B					
C					
D					



PARKING GATE COORDINATES

GATE No.	COORDINATES	GATE No.	COORDINATES
CONCOURSE A		CONCOURSE D (Cont'd)	
A1 thru A7	N33 38.3 W084 26.3	D29	N33 38.5 W084 25.7
A9, A10	N33 38.3 W084 26.3	D30	N33 38.5 W084 25.8
A11, A12	N33 38.4 W084 26.3	D31	N33 38.5 W084 25.7
A15 thru A19	N33 38.4 W084 26.3	D32	N33 38.5 W084 25.8
A20, A21	N33 38.5 W084 26.3	D33	N33 38.5 W084 25.7
A24 thru A29	N33 38.5 W084 26.3	D34	N33 38.5 W084 25.8
A30 thru A34	N33 38.6 W084 26.3	D35	N33 38.6 W084 25.7
CONCOURSE B		D36	N33 38.5 W084 25.8
B1, B2	N33 38.2 W084 26.1	D37	N33 38.6 W084 25.7
B3 thru B7	N33 38.3 W084 26.1	D38	N33 38.6 W084 25.8
B9, B10	N33 38.3 W084 26.1	D39	N33 38.6 W084 25.7
B11 thru B14	N33 38.4 W084 26.1	D40	N33 38.6 W084 25.8
B16, B17, B18	N33 38.4 W084 26.1	D41	N33 38.6 W084 25.7
B19 thru B29	N33 38.5 W084 26.1	D42	N33 38.6 W084 25.8
B31 thru B34	N33 38.6 W084 26.1	D44	N33 38.6 W084 25.8
B36	N33 38.6 W084 26.1	D46	N33 38.6 W084 25.8
CONCOURSE C		INTERNATIONAL CONCOURSE E	
C1, C2	N33 38.2 W084 25.9	E1, E2	N33 38.2 W084 25.5
C3 thru C14	N33 38.3 W084 25.9	E3 thru E9	N33 38.3 W084 25.5
C15 thru C22	N33 38.4 W084 25.9	E10, E11, E12	N33 38.4 W084 25.5
C30 thru C45	N33 38.5 W084 25.9	E14	N33 38.4 W084 25.5
C46 thru C53	N33 38.6 W084 25.9	E15 thru E18	N33 38.4 W084 25.4
C55, C57	N33 38.6 W084 25.9	E26	N33 38.5 W084 25.6
CONCOURSE D		E27	N33 38.5 W084 25.5
D1	N33 38.3 W084 25.7	E28	N33 38.5 W084 25.6
D1A	N33 38.2 W084 25.7	E29	N33 38.5 W084 25.5
D2	N33 38.2 W084 25.8	E30	N33 38.5 W084 25.6
D3	N33 38.3 W084 25.7	E31	N33 38.5 W084 25.5
D4	N33 38.3 W084 25.8	E32	N33 38.6 W084 25.6
D5	N33 38.3 W084 25.7	E33	N33 38.6 W084 25.5
D6	N33 38.3 W084 25.8	E34	N33 38.6 W084 25.5
D7	N33 38.3 W084 25.7	E35	N33 38.6 W084 25.5
D8, D8A	N33 38.3 W084 25.8	E36	N33 38.6 W084 25.6
D9	N33 38.3 W084 25.7	INTERNATIONAL CONCOURSE F	
D10	N33 38.4 W084 25.8	F1 thru F6	N33 38.3 W084 25.2
D11, D11A	N33 38.4 W084 25.7	F8	N33 38.3 W084 25.2
D12	N33 38.4 W084 25.8	F7, F9	N33 38.4 W084 25.1
D13	N33 38.4 W084 25.7	F10, F12, F14	N33 38.4 W084 25.2
D14	N33 38.4 W084 25.8	CONCOURSE T	
D15	N33 38.4 W084 25.7	T1 thru T5	N33 38.3 W084 26.5
D16	N33 38.4 W084 25.8	T6, T7, T8	N33 38.4 W084 26.5
D21	N33 38.4 W084 25.7	T9 thru T12	N33 38.5 W084 26.5
D22	N33 38.4 W084 25.8	T13 thru T15	N33 38.6 W084 26.5
D23	N33 38.5 W084 25.7		
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		

Procedures for South Cargo Ramp

The South Cargo Ramp facility is a non-movement area requiring special operating procedures. All aircraft are to monitor the Unicom Frequency on 122.95 prior to and during operations in the ramp area. There are two entrances to South Cargo; Twy R6 and Twy R10, either of which will be used for arrival and departure of aircraft. Transponders are to remain ON at all times while aircraft is moving.

South Cargo Ramp Entry/Exit Procedures:

- The South Cargo Ramp is uncontrolled; push back is at pilot's discretion.
- Arrivals landing RWY 9R should expect to enter via Twy R10.
- Arrivals landing RWY 27L or 10/28, should expect to enter via Twy R6.
- Arrivals landing RWY 8L/26R should expect to enter via Twy R10.
- Departing aircraft, during a West Operation (departing 26R/27L), should expect to exit via Twy R10.
- Departing aircraft, during an East Operation (departing 8R/9L), should expect to exit via Twy R6.
- Departing aircraft for Rwy 10/28, should expect to exit via Twy R6.
- Atlanta ATC or DOA Airport Operations may provide alternate directions as needed.

Arriving Aircraft:

- Transponders ON, until parked.
- Arriving aircraft will have priority to parking as long as no other aircraft are in the process of pushback, engine start, or taxi.
- Arriving aircraft are to enter the South Cargo Ramp area through the published/assigned entrance and taxi to parking.
- It is important to monitor ATL Unicom once on Twy R, as DOA Airport Operations may advise of parking bay changes, pushback's that ATC may not be aware of, or other additional information to alleviate congestion in the South Cargo Ramp.
- During normal operations Atlanta ATC will give taxi instructions into South Cargo on the appropriate frequency.

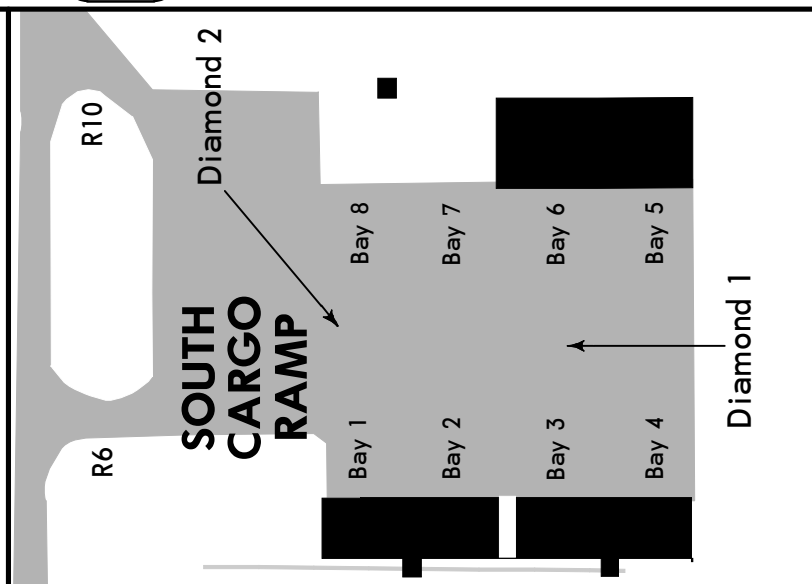
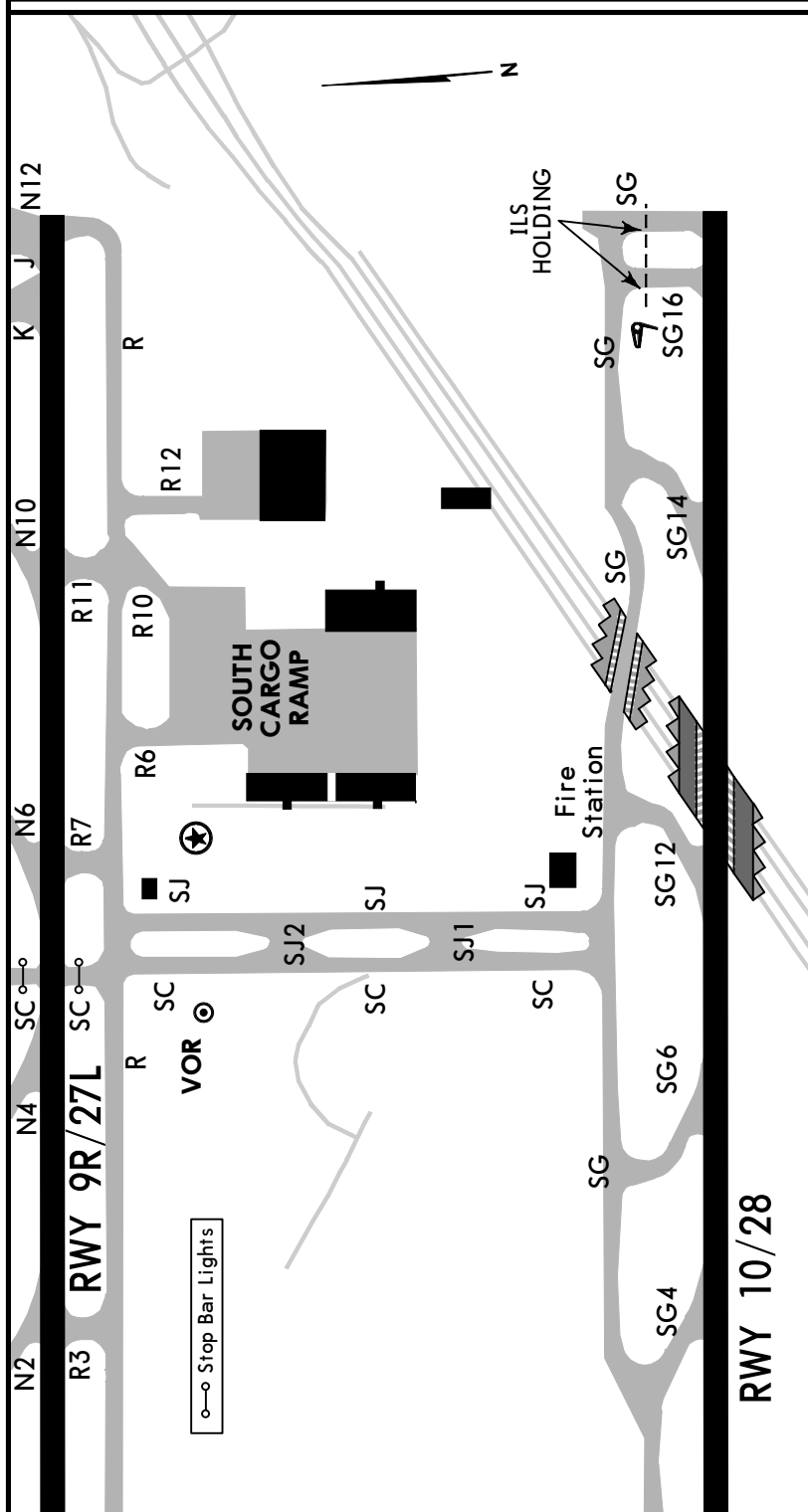
Departing Aircraft:

- Transponders ON prior to pushback.
- The South Cargo Ramp is uncontrolled; pushback's are at the pilot's discretion.
- Unless pushback has been initiated, arriving aircraft will have priority into the ramp area.
- It is important to monitor ATL Unicom prior to, and during pushback, as DOA Airport Operations may advise of inbound traffic or other special instructions.
- Pushback's from Bay's 3-6 must tow to Startup Diamond 1 before engine start, due to the proximity of parked GSE.
- Departing aircraft are to contact Atlanta Ground on the appropriate frequency at or before reaching Startup Diamond 2.

Procedures for South Cargo Ramp (Cont'd)

Notes:

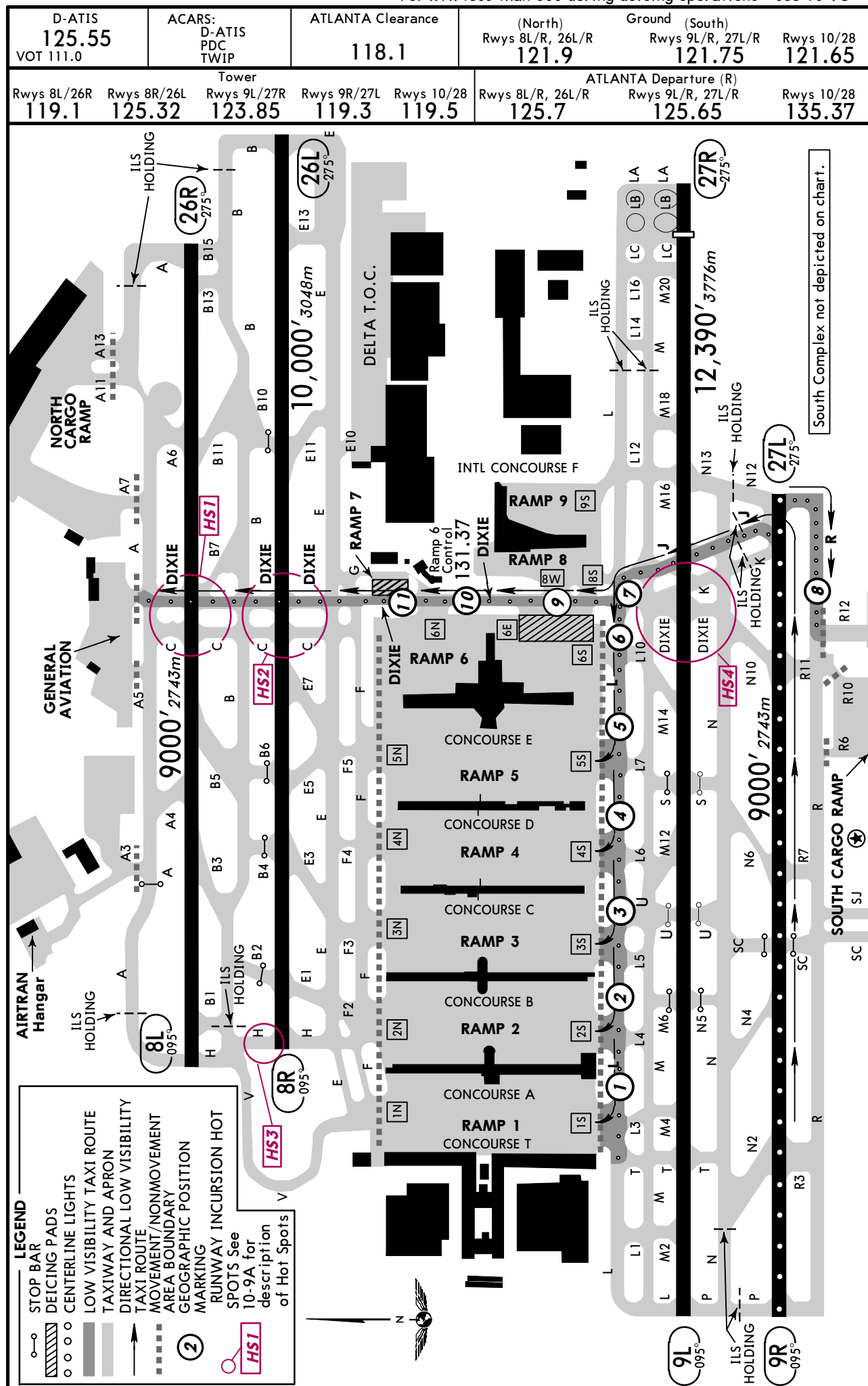
- Bays 1-8 are ADG V (up to a B747).
- Bays 2, 3, 6, 7, and 8 can accept the B747-8 aircraft.
- Bays 3 & 6 can accept the B747-8 nose-door loading operations.
- Use caution; nightly construction activity is scheduled between 2330 & 0630 Local. Always check NOTAMS for availability of Rwy 9L/27R.
- Cargo Aircraft requiring deicing should contact their contracted deicing company for availability. Expect low priority queuing during major winter weather events, due to availability of equipment.



LESS THAN RVR 600

LOW VISIBILITY TAXI ROUTES

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



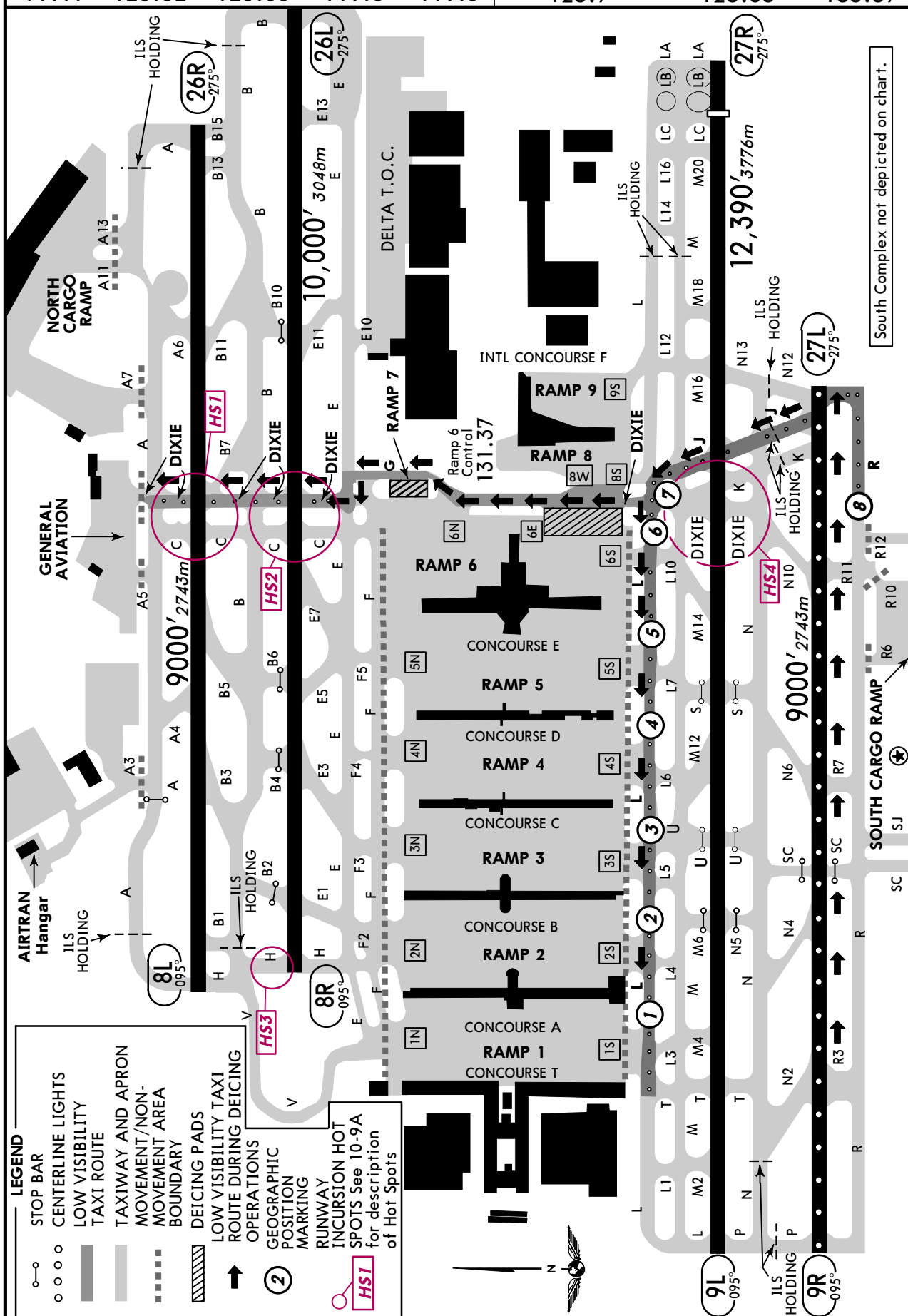
HARTSFIELD-JACKSON ATLANTA INTL

ATLANTA, GA

LESS THAN RVR 600 DURING DEICING OPS

LOW VISIBILITY TAXI ROUTES

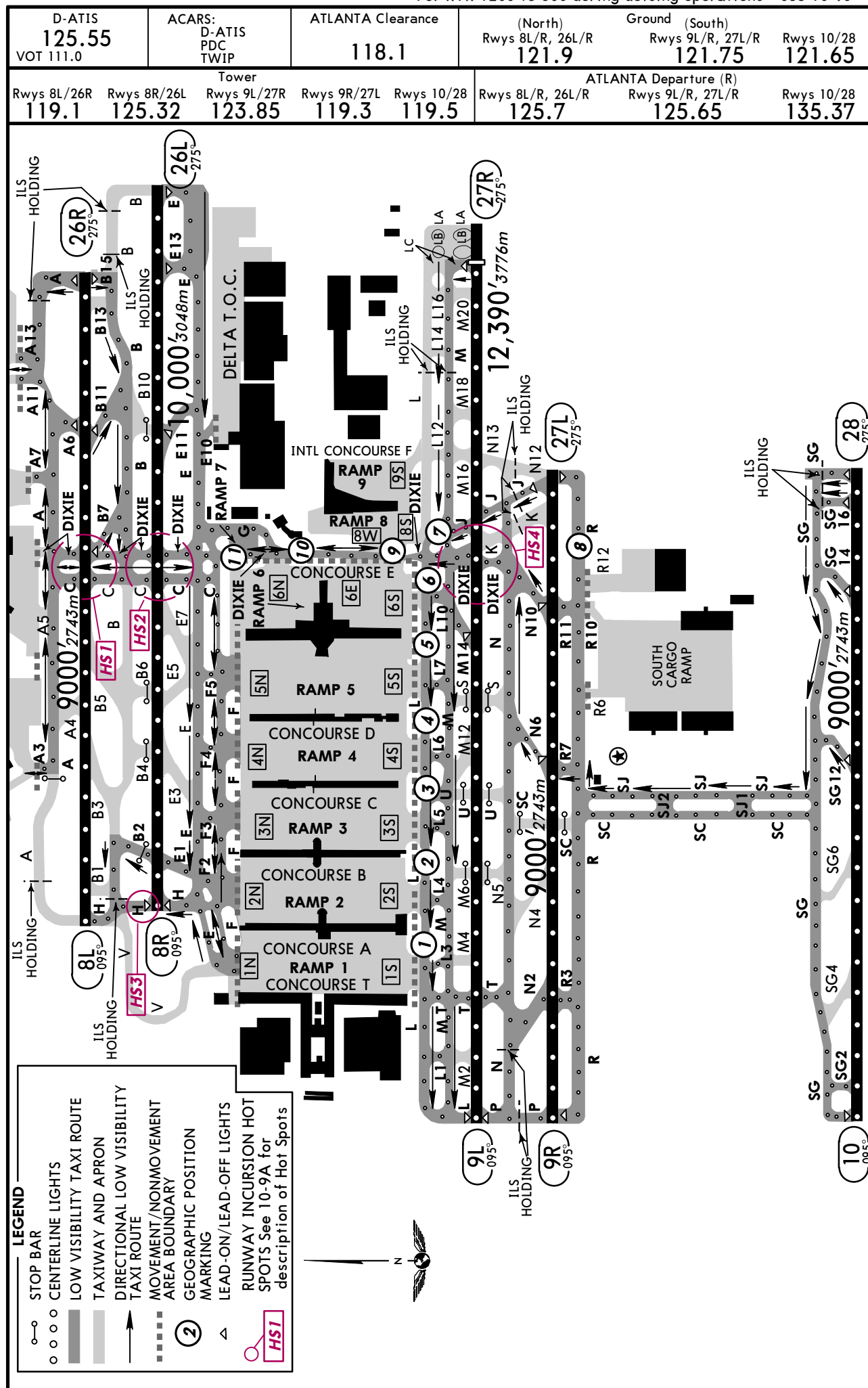
D-ATIS 125.55 VOT 111.0		ACARS: D-ATIS PDC TWIP		ATLANTA Clearance 118.1		(North) Rwys 8L/R, 26L/R 121.9		Ground (South) Rwys 9L/R, 27L/R 121.75		Rwys 10/28 121.65	
Rwys 8L/26R	Rwys 8R/26L	Tower Rwys 9L/27R		Rwys 9R/27L	Rwys 10/28	ATLANTA Departure (R) Rwys 8L/R, 26L/R		Rwys 9L/R, 27L/R	Rwys 10/28		
119.1	125.32	123.85		119.3	119.5	125.7		125.65	135.37		



RVR 1200 to 600

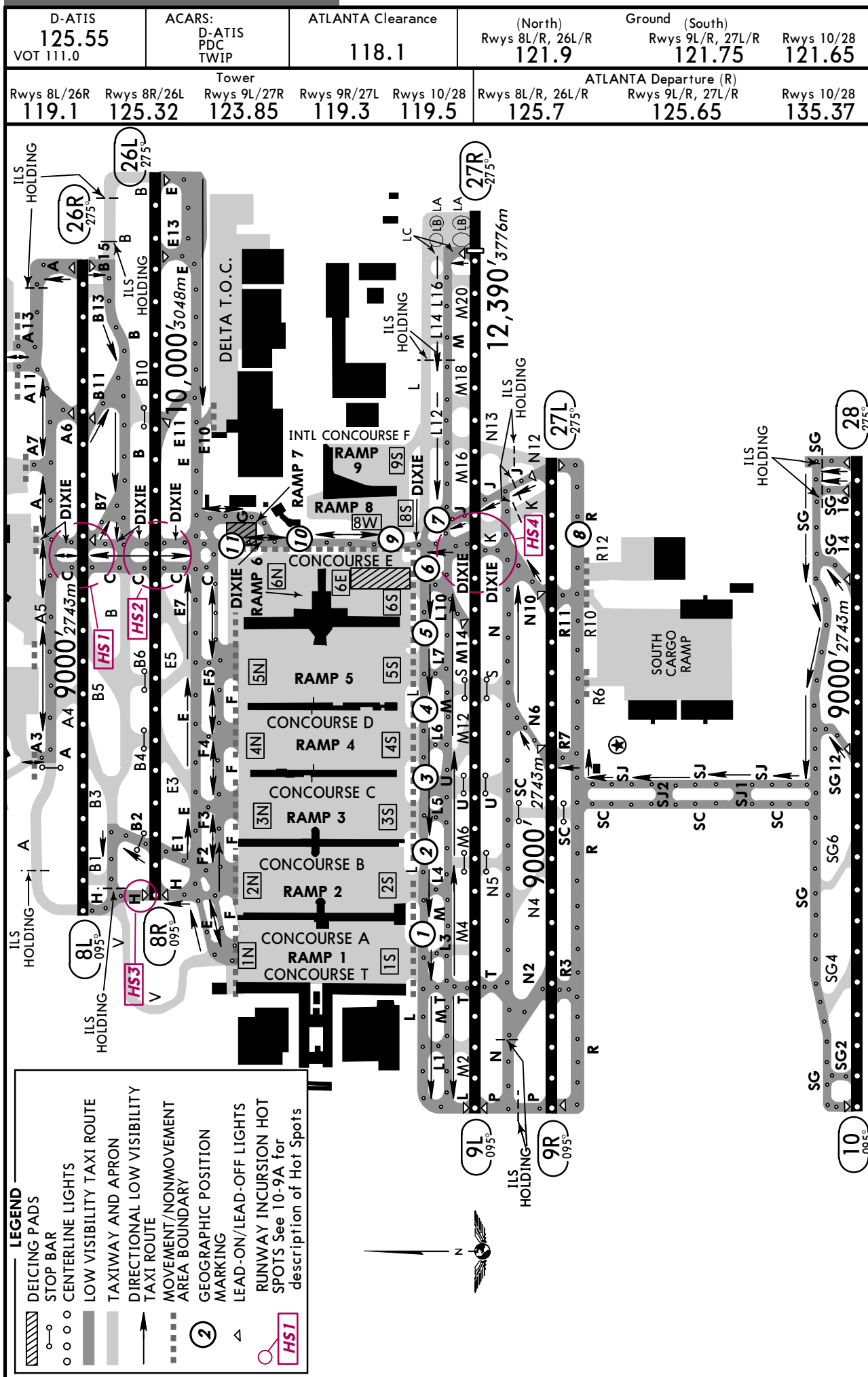
LOW VISIBILITY TAXI ROUTES

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



RVR 1200 to 600 DURING DEICING OPS

LOW VISIBILITY TAXI ROUTES



ATTENTION ALL USERS OF ILS PRECISION RUNWAY MONITOR (PRM)**ILS PRM RWYS 8L, 8R, 9L, 9R, 10, 26L, 26R, 27L, 27R, 28****ILS PRM RwyS 8L, 9R, 10 (SA CAT I, CAT II-III)****ILS PRM RwyS 26R, 27L, 28 (SA CAT I, CAT II)****(SIMULTANEOUS CLOSE PARALLEL)**

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.

Briefing Points (Required briefing):

- When in range, tune in the PRM monitor frequency on a secondary radio, set the audio volume, then deselect the audio until switched to the tower frequency. If no communications are heard on the PRM frequency, set the volume by tuning to another frequency (i.e. the ATIS) to verify functionality of secondary radio, and return to the PRM monitor frequency.
- When instructed to switch to the tower frequency, select the PRM monitor frequency audio on.
- Descending on the glidepath ensures compliance with any charted crossing restrictions.

EXPANDED PROCEDURES (Optional, brief if necessary)

1. **ATIS.** When the ATIS broadcast advises that simultaneous PRM approaches are in progress, pilots should brief to fly the PRM approach. If later advised to expect an ILS or RNAV (GPS) approach, the PRM chart may be used after noting the following:
 - (a) **Minimums and missed approach procedures are unchanged.**
 - (b) **Monitor frequency no longer required.**
 - (c) **A lower glidepath intercept altitude may be assigned when advised to expect an ILS or RNAV (GPS) approach.**
2. **Dual VHF Communication required.** To avoid blocked transmissions, each runway will have two frequencies, a tower and a PRM monitor frequency. The PRM Monitor controller's transmissions, if needed, will override both frequencies. Pilots will ONLY transmit on the tower controller's frequency, but will listen to both frequencies. When in range, on a second communications radio, select the PRM monitor frequency. Set the audio level to about the same volume as the primary communication radio so that the transmissions on the PRM monitor frequency can be heard in the event the tower frequency is blocked. Then, deselect the PRM monitor audio. When instructed by ATC to contact the tower, reselect the PRM monitor frequency audio.
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.
 - (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)".

KATL/ATL

HARTSFIELD-
JACKSON ATLANTA INTL

12 SEP 14

(11-1)

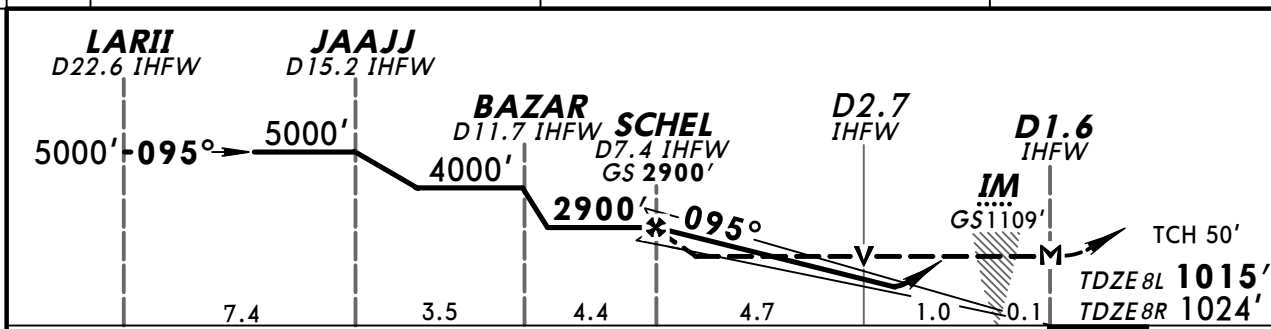
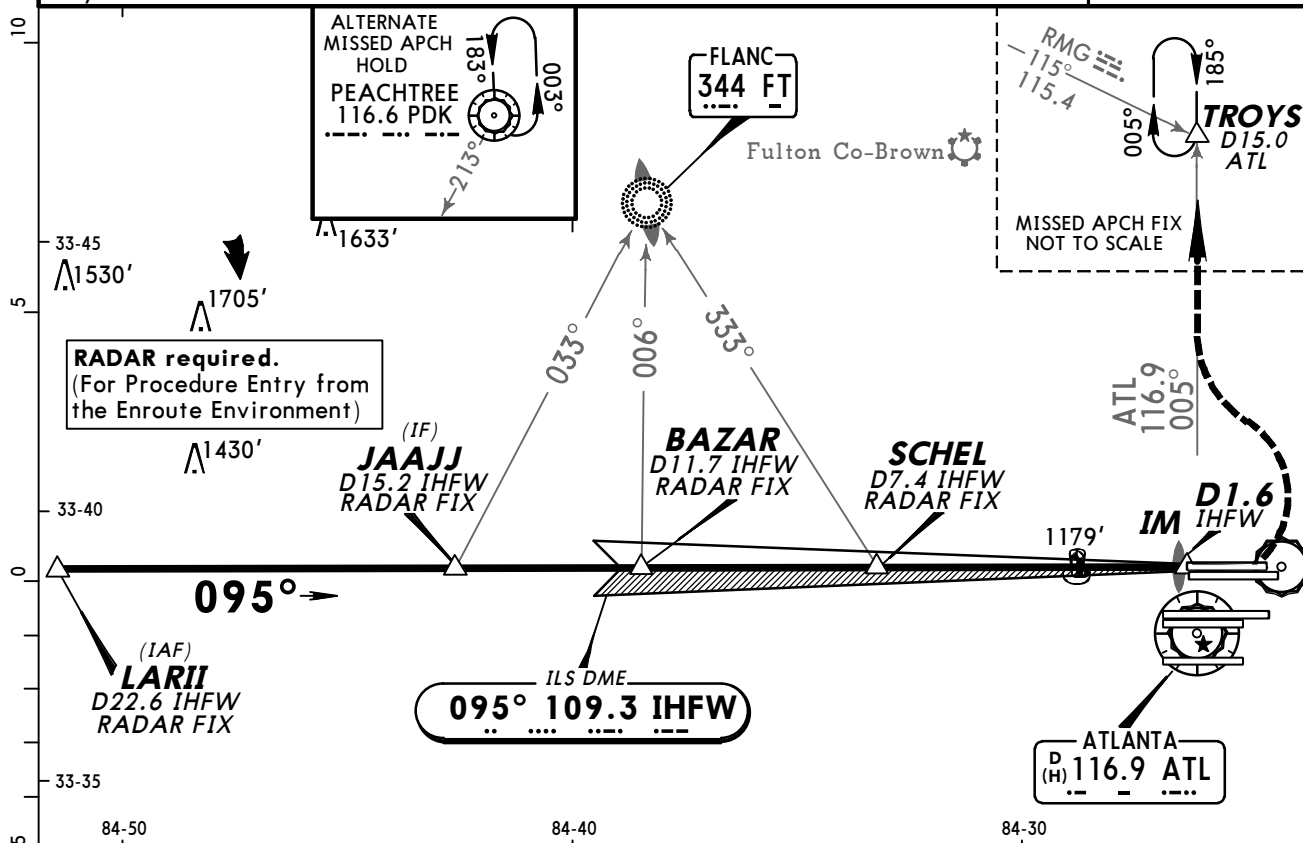
Eff 18 Sep

ILS or LOC Rwy 8L

ATLANTA, GA

BRIEFING STRIP™

D-ATIS Arrival		ATLANTA Approach (R)		ATLANTA Tower					Ground		
				Rwys 8L/26R	Rwys 8R/26L	Rwys 9L/27R	Rwys 9R/27L	Rwys 10/28	Rwys 8L/R, 26L/R	Rwys 9L/R, 27L/R	Rwys 10/28
119.65		127.9		119.1	125.32	123.85	119.3	119.5	121.9	121.75	121.65
LOC IHFV 109.3		Final Apch Crs 095°		GS SCHEL 2900' (1885')		ILS DA(H) 1215' (200')		Apt Elev 1026' TDZE 1015'			
MISSED APCH: Climb to 1500', then climbing LEFT turn to 3500' outbound on ATL VOR R-005 to TROYS 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. ADF or DME or RADAR required. 2. Simultaneous approach authorized with Rwy 9L or 9R or 10, or Rwys 9L and 10. 3. VGSI and ILS glidepath not coincident. 4. PAPI-L on Rwy 8R.											



Gnd speed-Kts	70	90	100	120	140	160	ALSIF-II		1500'	3500'	ATL	TROYS
GS	3.00°	372	478	531	637	743	PAPI		↑	LT	on 116.9	
MAP at D1.6 IHFW or SCHEL to MAP	5.8	4:58	3:52	3:29	2:54	2:29					R-005	

TERPS			STRAIGHT-IN LANDING RWY 8L			SIDESTEP LANDING RWY 8R		
ILS			LOC (GS out)					
DA(H) 1215' (200')			MDA(H) 1440' (425')			MDA(H) 1440' (416')		
FULL	TDZ or CL out	ALS out	ALS out					
A			RVR 24 or 1/2			RVR 55 or 1		
B			RVR 55 or 1			RVR 55 or 1		
C	RVR 18 or 3/8	1 RVR 24 or 1/2	RVR 40 or 3/4			1 1/2		
D			RVR 40 or 3/4			2		

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

CHANGES: TDZE, TCH, IM GS height, MAP timing.

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TERPS AMEND 5 18 SEP 2014

KATL/ATL ATLANTA, GA

HARTSFIELD-JACKSON ATLANTA INTL

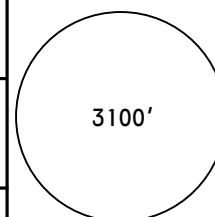
12 SEP 14 Eff 18 Sep 11-1A ILS Rwy 8L CAT II & III

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

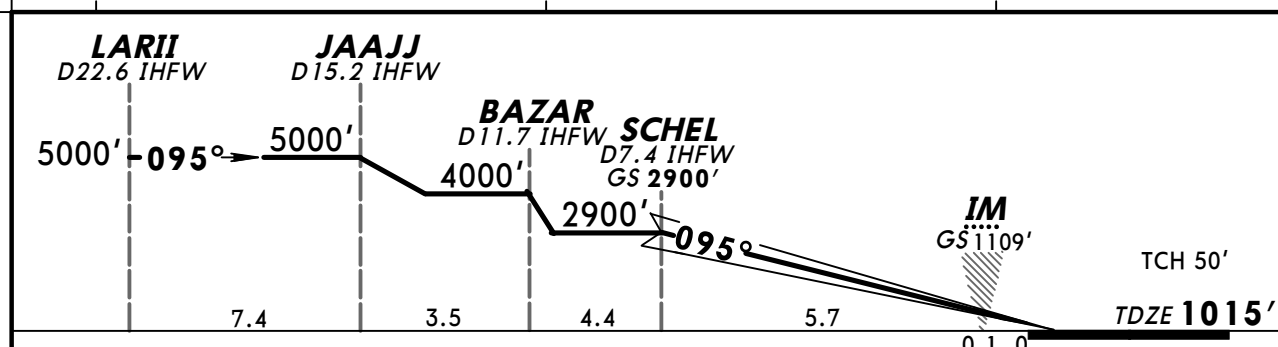
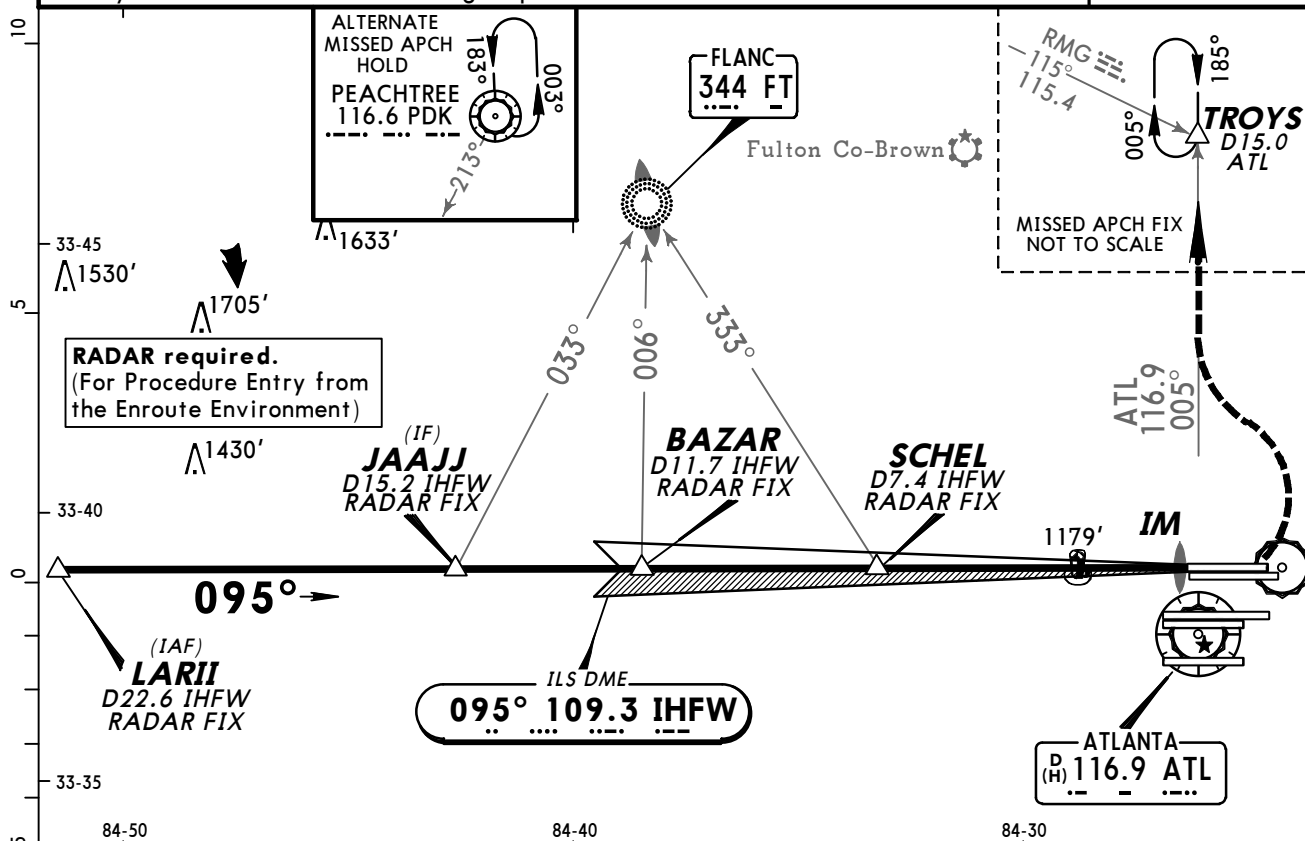
LOC IHW	Final Apch Crs	GS SCHEL	CAT IIIC	CAT IIIB	CAT IIIA	CAT II RA 105'	Apt Elev	
109.3	095°	2900' (1885')	NA	Refer to Minimums		DA(H) 1115' (100')	1026' TDZE 1015'	

MISSED APCH: Climb to 1500', then climbing LEFT turn to 3500' outbound on ATL VOR R-005 to TROYS 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. ADF or DME or RADAR required. 3. Simultaneous approach authorized with Rwy 9L or 9R or 10, or Rwys 9L and 10. 4. VGSI and ILS glidepath not coincident.



MSA ATL VOR



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II	1500'	3500'	ATL	
GS	3.00°	372	478	531	637	743	PAPI	↑	← LT	on 116.9	TROYS

TERPS STRAIGHT-IN LANDING RWY 8L			
CAT IIIC ILS	CAT IIIB ILS	CAT IIIA ILS	CAT II ILS RA 105'
NA	RVR 6	RVR 7	DA(H) 1115' (100')
			RVR 12

KATL/ATL

HARTSFIELD-
JACKSON ATLANTA INTL

12 SEP 14

Eff 18 Sep

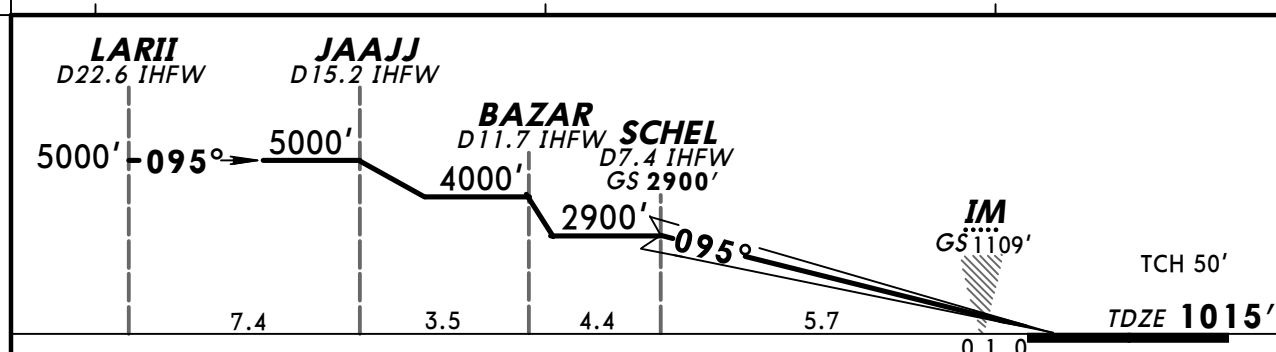
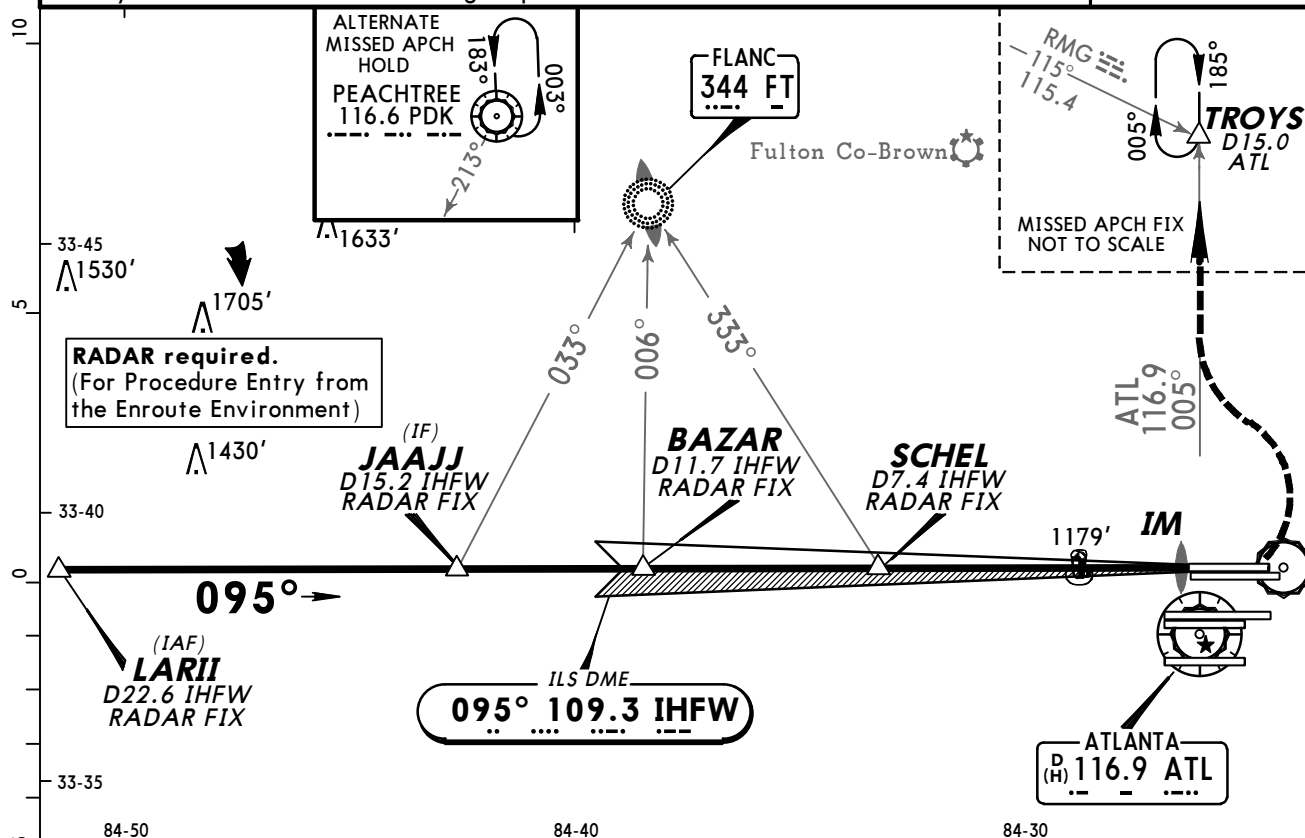
11-1B

ATLANTA, GA

ILS Rwy 8L SA CAT I

BRIEFING STRIP™

D-ATIS Arrival	ATLANTA Approach (R)	ATLANTA Tower					Ground		
		Rwys 8L/26R	Rwys 8R/26L	Rwys 9L/27R	Rwys 9R/27L	Rwys 10/28	Rwys 8L/R, 26L/R	Rwys 9L/R, 27L/R	Rwys 10/28
119.65	127.9	119.1	125.32	123.85	119.3	119.5	121.9	121.75	121.65
LOC IHFV 109.3	Final Apch Crs 095°	GS SCHEL 2900' (1885')	SA CAT I ILS RA 147' DA(H)1165' (150')		Apt Elev1026' TDZE 1015'		3100' MSA ATL VOR		
MISSED APCH: Climb to 1500', then climbing LEFT turn to 3500' outbound on ATL VOR R-005 to TROYS 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. ADF or DME or RADAR required. 3. Simultaneous approach authorized with Rwy 9L or 9R or 10, or Rwys 9L and 10. 4. VGSI and ILS glidepath not coincident.									



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II		1500'	3500'	ATL	TROYS
GS	3.00°	372	478	531	637	743	PAPI		↑	← LT	on 116.9 R-005	

TERPS STRAIGHT-IN LANDING RWY 8L
 SA CAT I ILS
 RA 147'
 DA(H) 1165' (150')

A	RVR 14
B	
C	
D	

1 Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DH.

CHANGES: TDZE, TCH, IM GS height, minimums.

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TERPS AMEND 5 18 SEP 2014

KATL/ATL HARTSFIELD- JACKSON ATLANTA INTL

12 SEP 14

(11-2)

Eff 18 Sep

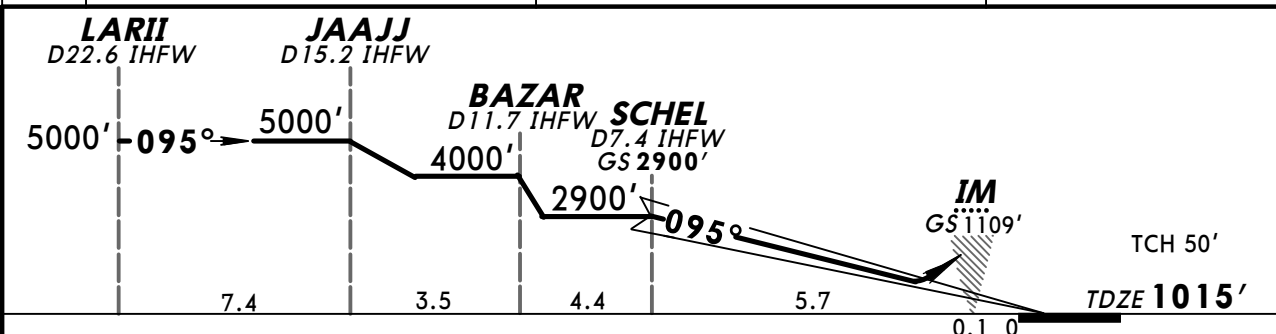
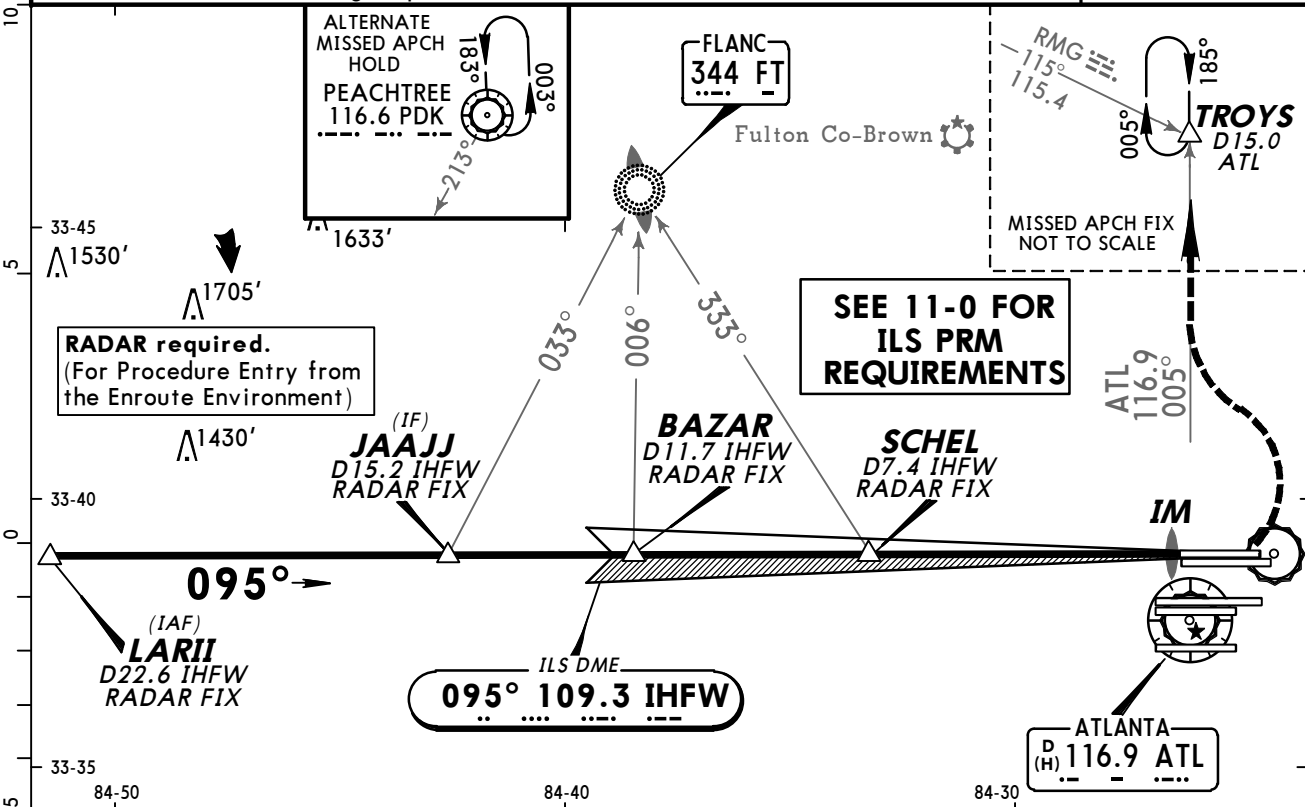
JEPPESSEN

ATLANTA, GA

ILS PRM Rwy 8L

(SIMULTANEOUS CLOSE PARALLEL)

BRIEFING STRIP™	D-ATIS Arrival	ATLANTA Approach (R)	ATLANTA Tower					Ground			
			Rwys 8L/26R	Rwys 8R/26L	Rwys 9L/27R	Rwys 9R/27L	Rwys 10/28	Rwys 8L/R, 26L/R	Rwys 9L/R, 27L/R	Rwys 10/28	
	119.65	127.9	119.1	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	095°	2900' (1885')	1215' (200')	TDZE	1015'					
MISSED APCH: Climb to 1500', then climbing LEFT turn to 3500' outbound on ATL VOR R-005 to TROYS 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. ADF or DME or RADAR required. 3. Simultaneous close parallel approach authorized with ILS PRM and RNAV PRM Rwy 9L or 9R or 10, or Rwys 9L and 10, or Rwys 9R and 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	ALS-II		1500'	3500'	ATL	TROYS
GS	3.00°	372	478	531	637	743	PAPI		↑	← LT	on 116.9 R-005	

TERPS				STRAIGHT-IN LANDING RWY 8L			
				ILS DA(H) 1215' (200')			
FULL		TDZ or CL out		ALS out			
A							
B							
C	RVR 18 or $\frac{3}{8}$			1 RVR 24 or $\frac{1}{2}$			RVR 40 or $\frac{3}{4}$
D							

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

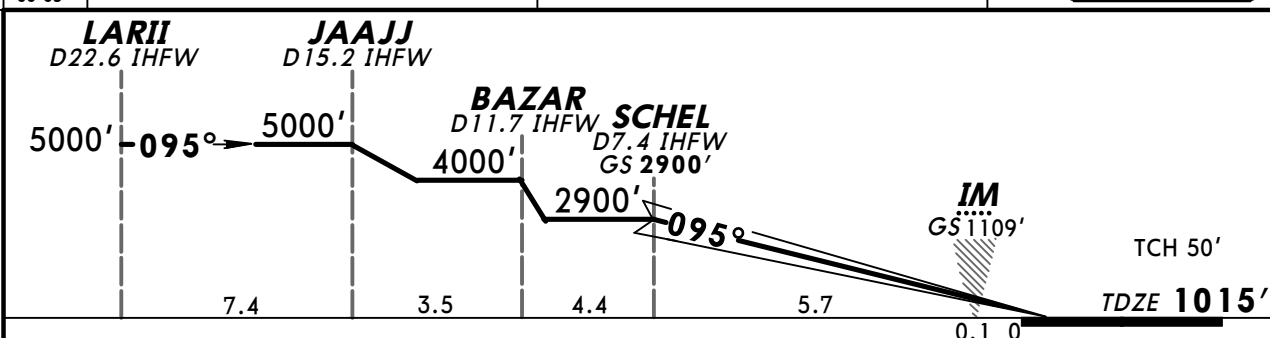
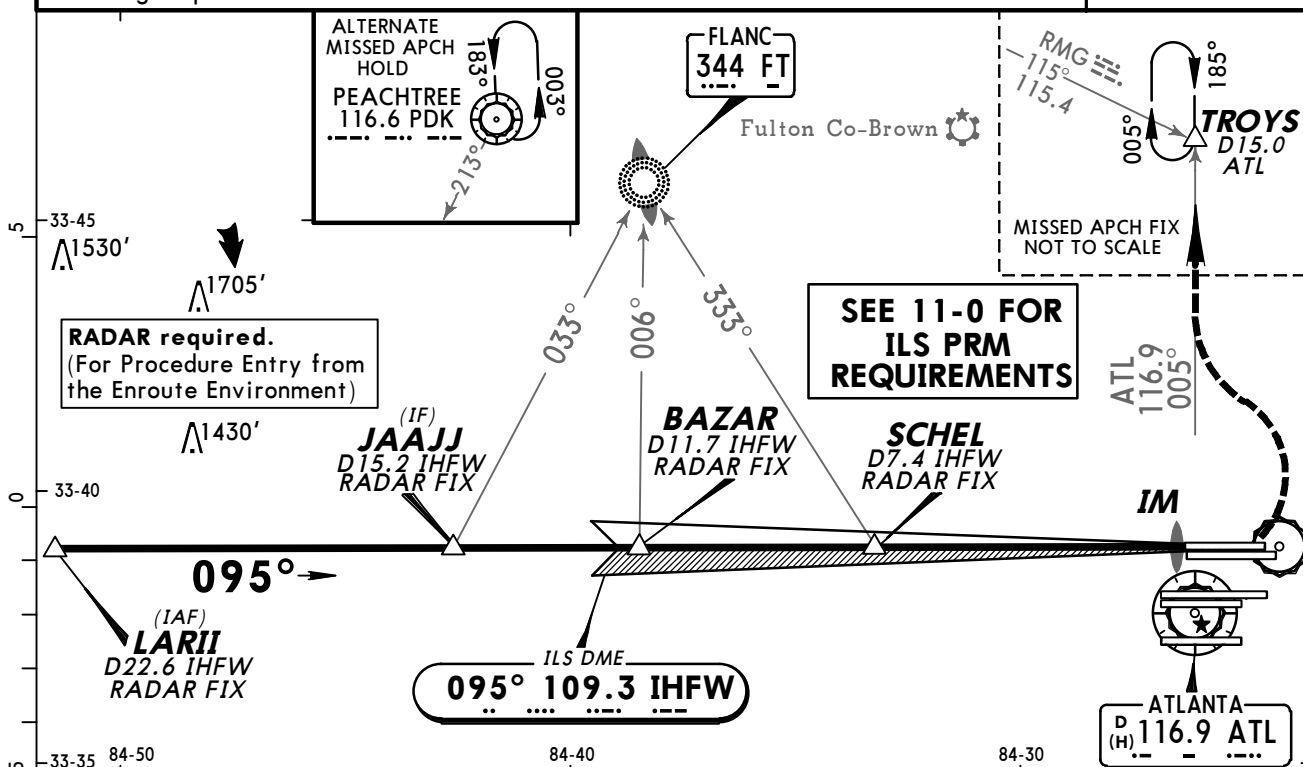
CHANGES: TDZE, TCH, IM GS height, notes.

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TERPS AMEND 2 18 SEP 2014

KATL/ATL HARTSFIELD-JACKSON ATLANTA INTL 12 SEP 14 Eff 18 Sep JEPPESSEN 11-2A ILS PRM Rwy 8L CAT II & III ATLANTA, GA (SIMULTANEOUS CLOSE PARALLEL)

BRIEFING STRIP™	D-ATIS Arrival	ATLANTA Approach (R)		ATLANTA Tower					Ground			
				Rwys 8L/26R	Rwys 8R/26L	Rwys 9L/27R	Rwys 9R/27L	Rwys 10/28		Rwys 8L/R, 26L/R	Rwys 9L/R, 27L/R	Rwys 10/28
	119.65	127.9		119.1	125.32	123.85	119.3	119.5		121.9	121.75	121.65
	Monitor Frequency 126.9											
LOC IHFV	Final Apch Crs	GS SCHEL	CAT IIIC	CAT IIIB	CAT IIIA	CAT II ILS RA 105' DA(H) 1115'(100')		Apt Elev 1026' TDZE 1015'	3100' MSA ATL VOR			
109.3	095°	2900'(1885')	NA	Refer to Minimums								
MISSED APCH: Climb to 1500', then climbing LEFT turn to 3500' outbound on ATL VOR R-005 to TROYS 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. ADF or DME or RADAR required. 4. Simultaneous close parallel approach authorized with ILS PRM and RNAV PRM Rwy 9L or 9R or 10, or Rwys 9L and 10, or Rwys 9R and 10. 5. See 11-0 for "Attention All Users of ILS Precision Runway Monitor (PRM)". 6. Procedure not authorized when glideslope not available. 7. VGSI and ILS glidepath not coincident.												



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II		1500'	3500'	ATL	TROYS
GS	3.00°	372	478	531	637	743	PAPI		↑	← LT	on 116.9	
											R-005	

TERPS STRAIGHT-IN LANDING RWY 8L			
CAT IIIC ILS	CAT IIIB ILS	CAT IIIA ILS	CAT II ILS RA 105' DA(H) 1115'(100')
NA	RVR 6	RVR 7	RVR 12

CHANGES: TDZE, TCH, IM GS height, notes, minimums.

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TERPS AMEND 2 18 SEP 2014

KATL/ATL

HARTSFIELD-

JACKSON ATLANTA INTL

12 SEP 14

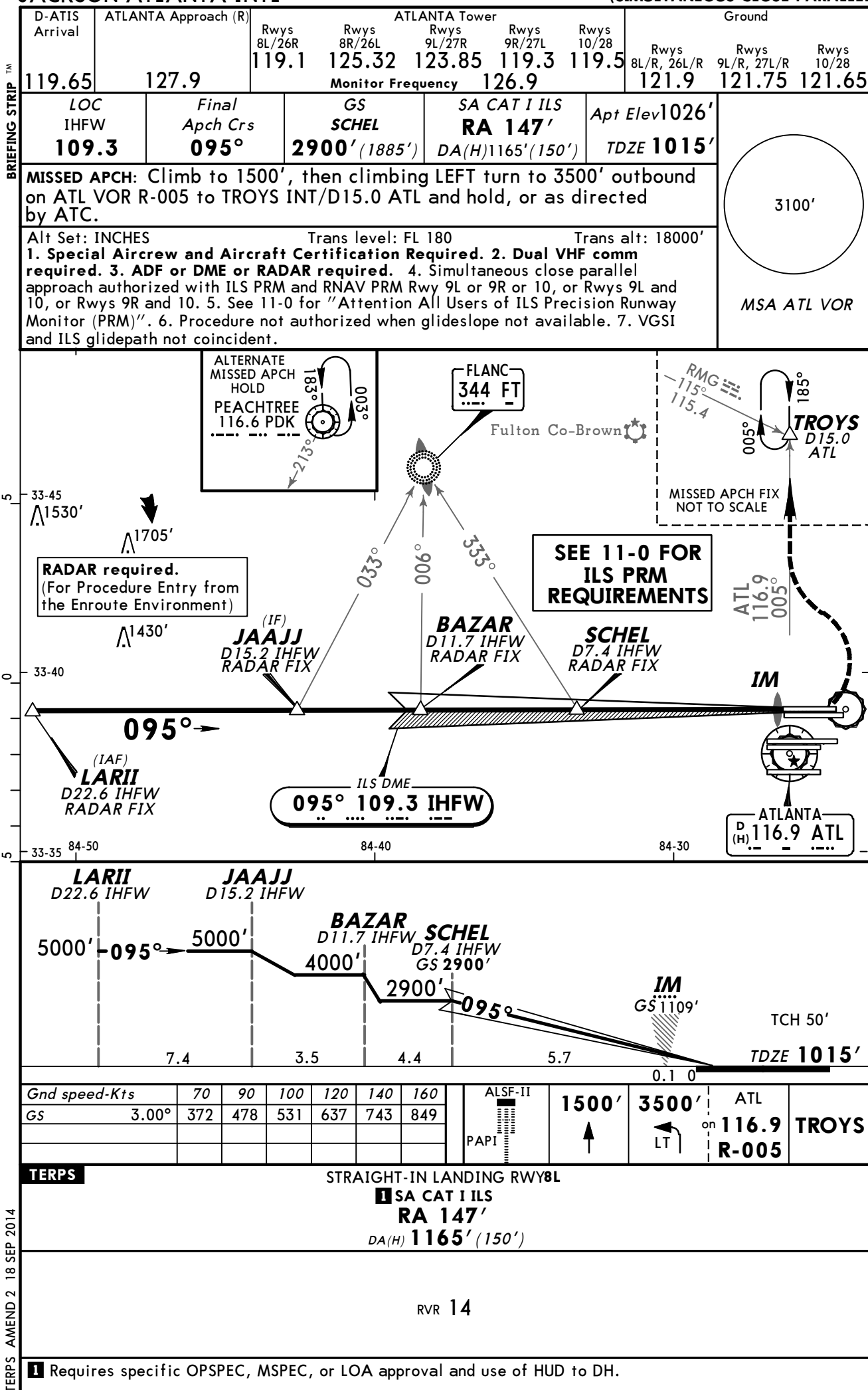
Eff 18 Sep

11-2B

JEPPESSEN

ATLANTA, GA
ILS PRM Rwy 8L SA CAT I

(SIMULTANEOUS CLOSE PARALLEL)



KATL/ATL HARTSFIELD- JACKSON ATLANTA INTL

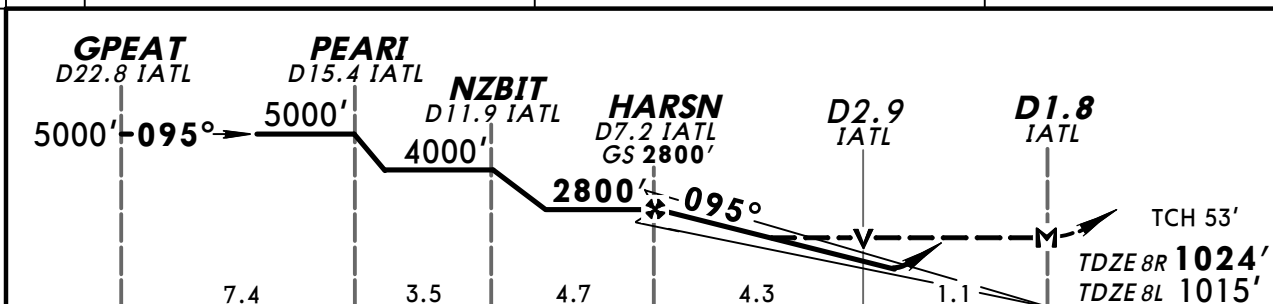
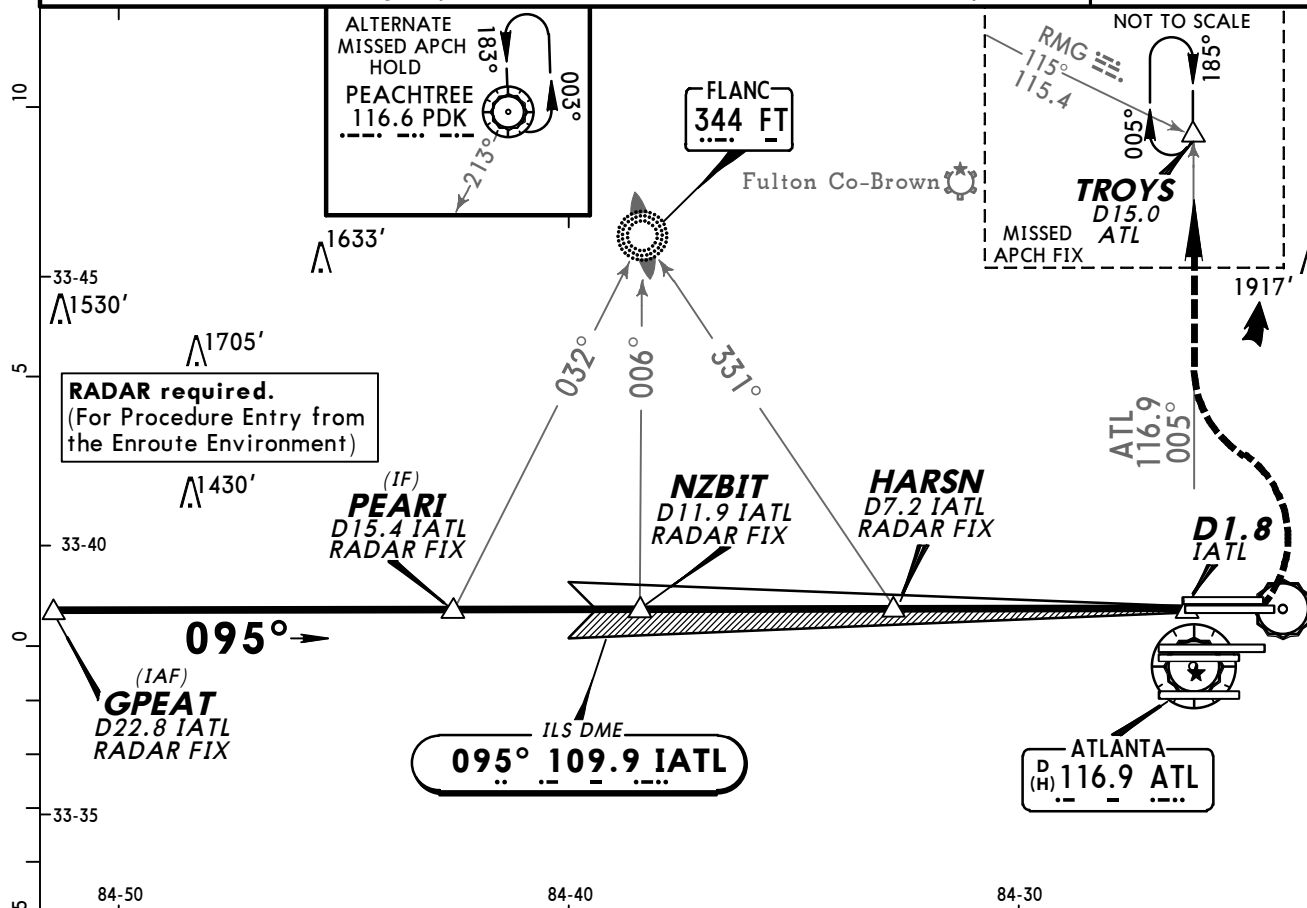
26 SEP 14

(11-3)

ATLANTA, GA
ILS or LOC Rwy 8R

BRIEFING STRIP™

D-ATIS Arrival	ATLANTA Approach (R)	ATLANTA Tower					Ground		
		Rwys 8R/26L	Rwys 8L/26R	Rwys 9L/27R	Rwys 9R/27L	Rwys 10/28	Rwys 8L/R, 26L/R	Rwys 9L/R, 27L/R	Rwys 10/28
119.65	127.9	125.32	119.1	123.85	119.3	119.5	121.9	121.75	121.65
LOC IATL 109.9		Final Apch Crs 095°		GS HARSN 2800' (1776')		ILS DA(H) 1278' (254')		Apt Elev 1026' TDZE 1024'	
MISSED APCH: Climb to 1500', then climbing LEFT turn to 3500' outbound on ATL VOR R-005 to TROYS 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. ADF or DME or RADAR required. 2. Simultaneous approach authorized with Rwy 9L or 9R or 10. 3. VGSI and ILS glidepath not coincident. 4. ALSF-II, PAPI-L on Rwy 8L.									



Gnd speed-Kts	70	90	100	120	140	160	PAPI-L	1500' ↑	3500' ← LT	ATL on 116.9 R-005	TROY
GS 3.00°	372	478	531	637	743	849					
MAP at D1.8 IATL or HARSN to MAP 5.4	4:38	3:36	3:14	2:42	2:19	2:02					

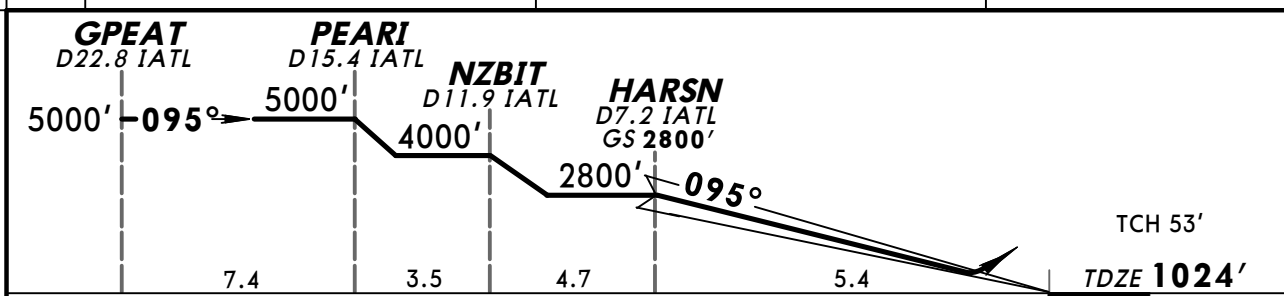
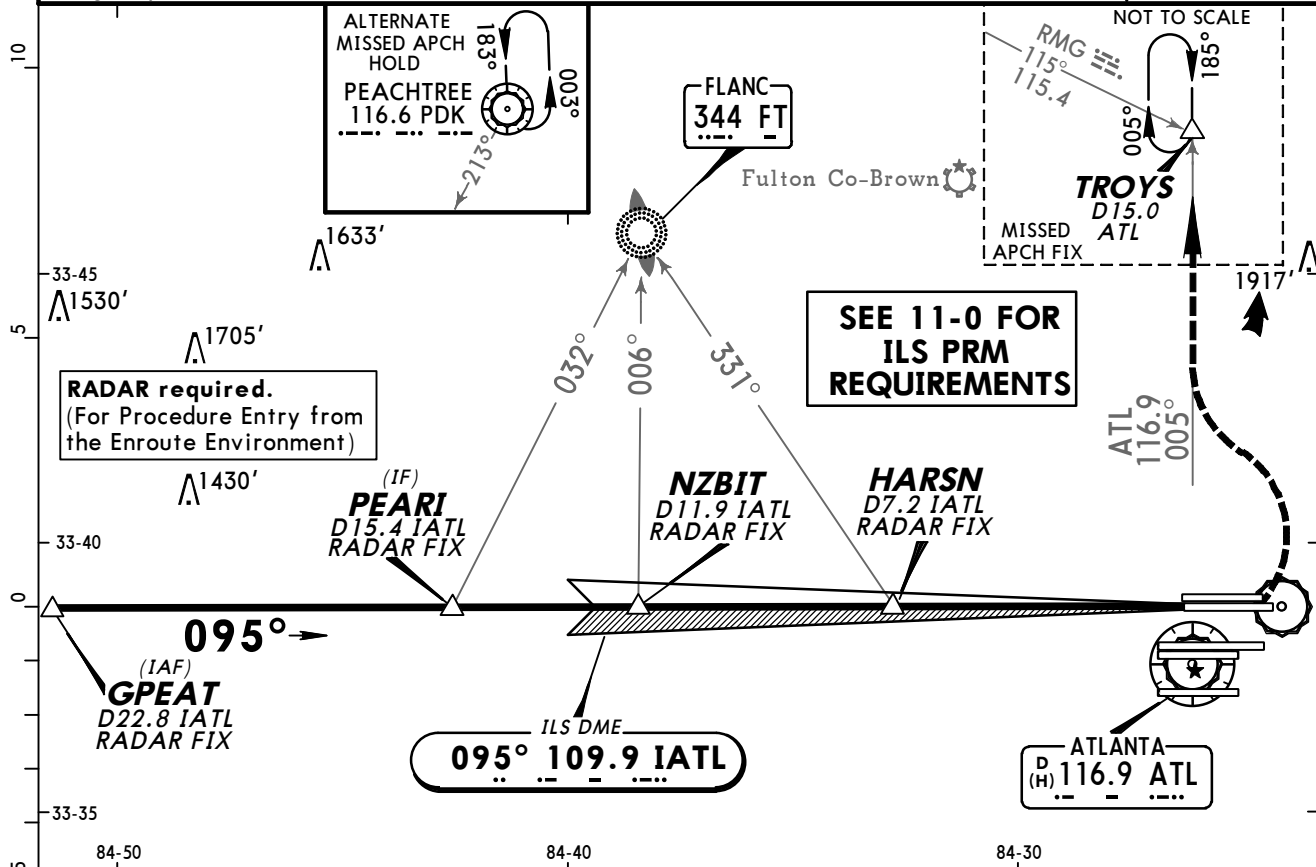
TERPS		STRAIGHT-IN LANDING RWY 8R		SIDESTEP LANDING RWY 8L	
ILS DA(H) 1278' (254')		LOC (GS out) MDA(H) 1440' (416')		MDA(H) 1440' (425')	
				ALS out	
A	RVR 40 or 3/4	RVR 55 or 1		RVR 55 or 1	
B					
C		RVR 60 or 1 1/8		RVR 55 or 1	1 1/2
D				1 1/2	2

KATL/ATL HARTSFIELD- JACKSON ATLANTA INTL

JEPPesen
26 SEP 14 (11-4)

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

BRIEFING STRIP™	D-ATIS Arrival	ATLANTA Approach (R)	ATLANTA Tower					Ground		
			Rwys 8R/26L	Rwys 8L/26R	Rwys 9L/27R	Rwys 9R/27L	Rwys 10/28	Rwys 8L/R, 26L/R	Rwys 9L/R, 27L/R	Rwys 10/28
	119.65	127.9	125.32	119.1	123.85	119.3	119.5	121.9	121.75	121.65
			Monitor Frequency							
	LOC IATL 109.9	Final Apch Crs 095°	GS HARSN 2800' (1776')	ILS DA(H) 1278' (254')		Apt Elev 1026' TDZE 1024'		3100' MSA ATL VOR		
MISSED APCH: Climb to 1500', then climbing LEFT turn to 3500' outbound on ATL VOR R-005 to TROYS 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. ADF or DME or RADAR required. 3. Simultaneous close parallel approach authorized with ILS PRM and RNAV PRM Rwy 9L or 9R or 10, or Rwys 9L and 10, or Rwys 9R and 10. 4. See 11-0 for "Attention All Users of ILS Precision Runway Monitor (PRM)". 5. Procedure not authorized when glide slope not available. 6. VGSI and ILS glidepath not coincident.										



Gnd speed-Kts	70	90	100	120	140	160	PAPI-L		1500'	3500'	ATL	TROYS
GS 3.00°	372	478	531	637	743	849			↑	LT	on 116.9	
											R-005	

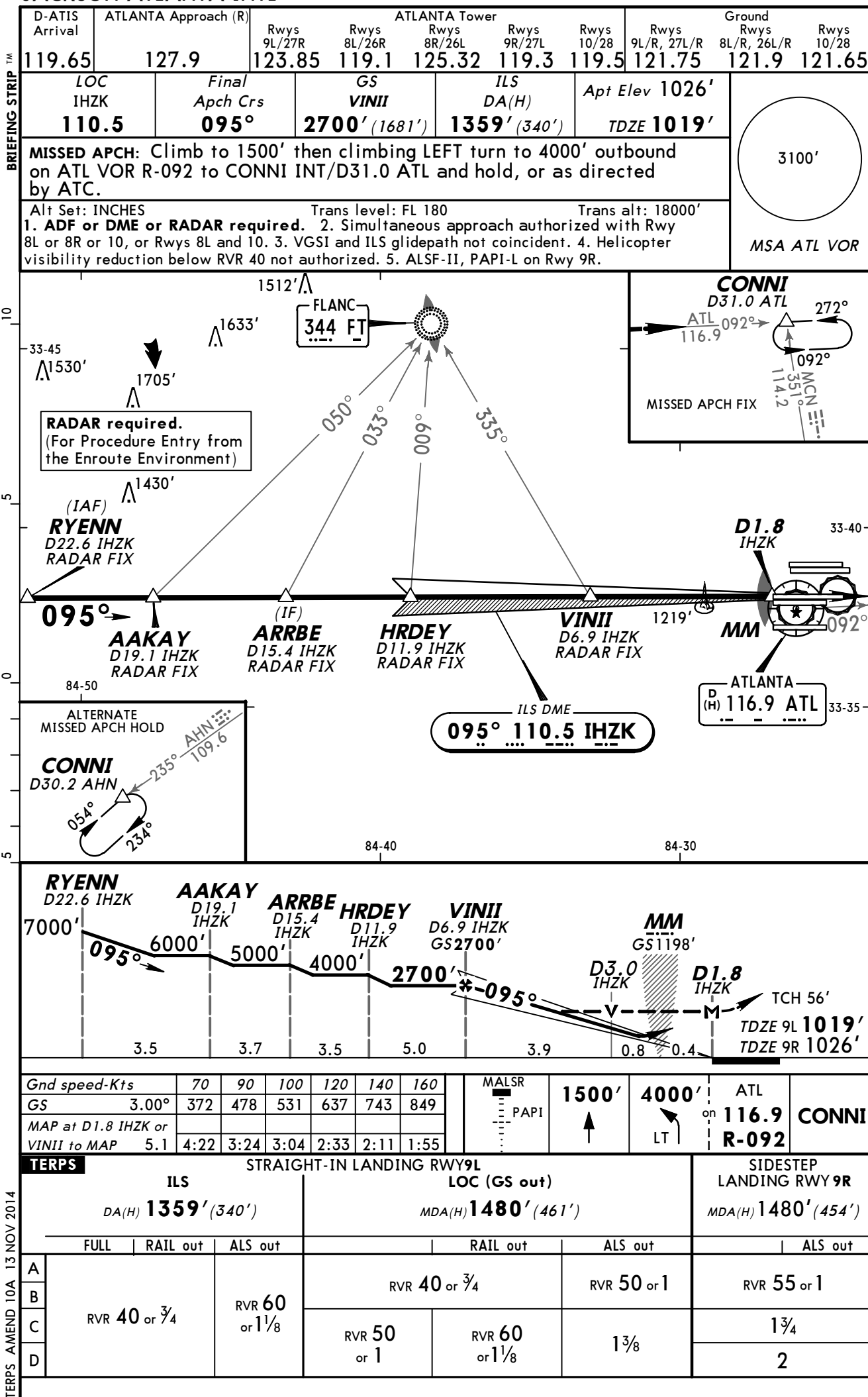
TERPS STRAIGHT-IN LANDING RWY 8R
ILS
DA(H) **1278'** (254')

A	RVR 40 or 3/4
B	
C	
D	

KATL/ATL HARTSFIELD- JACKSON ATLANTA INTL

JEPPESEN
7 NOV 14 (11-5)

ATLANTA, GA
ILS or LOC Rwy 9L



KATL/ATL HARTSFIELD- JACKSON ATLANTA INTL

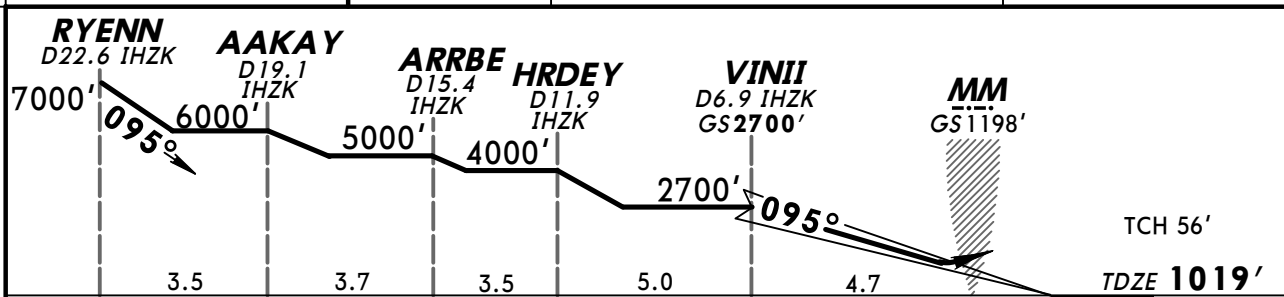
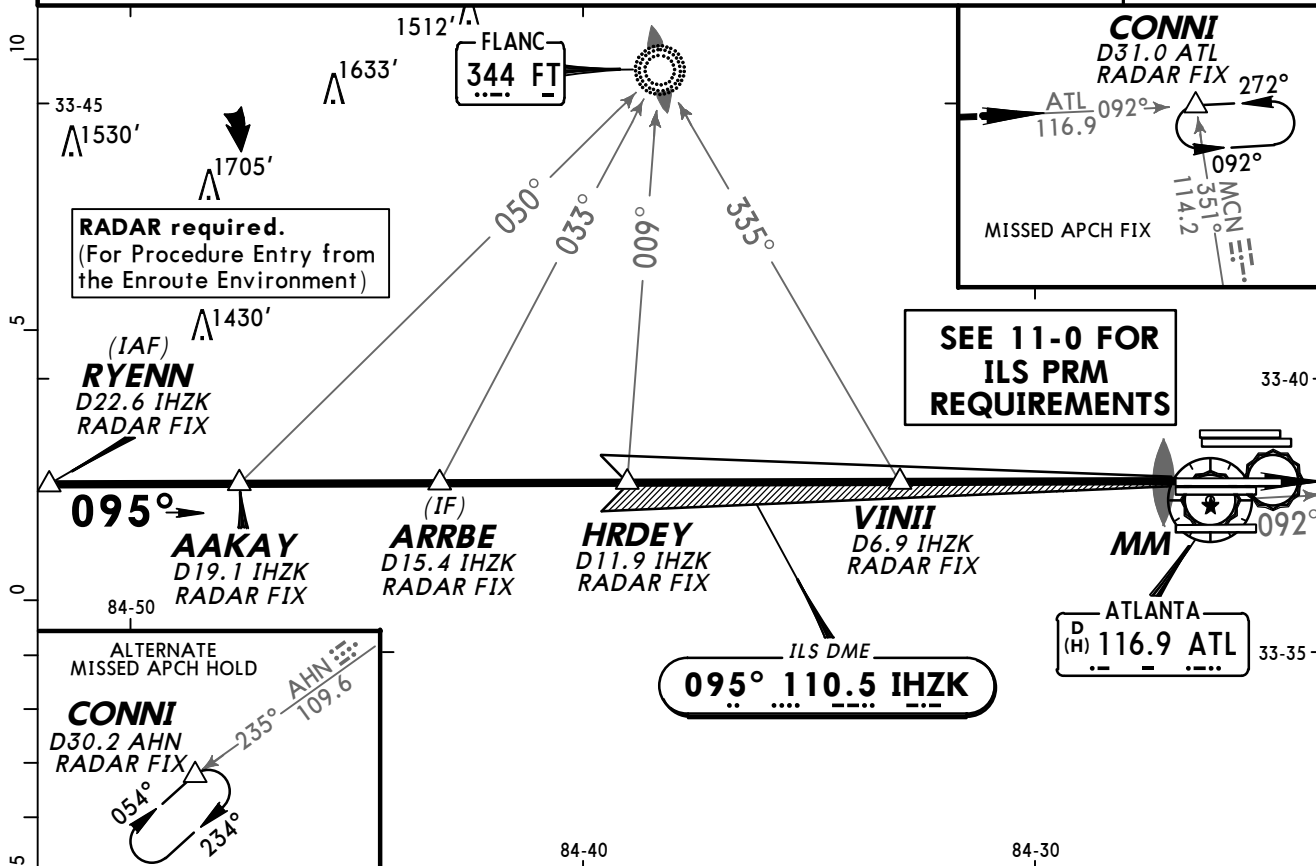
7 NOV 14

11-6

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

BRIEFING STRIP™

D-ATIS Arrival	ATLANTA Approach (R)	ATLANTA Tower					Ground		
		Rwys 9L/27R	Rwys 8L/26R	Rwys 8R/26L	Rwys 9R/27L	Rwys 10/28	Rwys 9L/R, 27L/R	Rwys 8L/R, 26L/R	Rwys 10/28
119.65	127.9	123.85	119.1	125.32	119.3	119.5	121.75	121.9	121.65
Monitor Frequency 132.55									
LOC IHZK 110.5	Final Apch Crs 095°	GS VINII 2700' (1681')	ILS DA(H) 1359' (340')	Apt Elev 1026'		TDZE 1019'			
MISSED APCH: Climb to 1500', then climbing LEFT turn to 4000' outbound on ATL VOR R-092 to CONNI INT/D31.0 ATL and hold, or as directed by ATC.							3100'		
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'									
1. Dual VHF comm required. 2. ADF or DME or RADAR required. 3. Simultaneous close parallel approach authorized with ILS PRM and RNAV PRM Rwy 8L or 8R or 10, or Rwys 8L and 10, or Rwys 8R and 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. 7. Helicopter visibility reduction below RVR 40 not authorized.									
							MSA ATL VOR		



Gnd speed-Kts	70	90	100	120	140	160	MALSR		1500'	4000'	ATL	CONNI
GS	3.00°	372	478	531	637	743	PAPI		↑	LT	116.9 R-092	

TERPS

STRAIGHT-IN LANDING RWY9L

ILS

DA(H) **1359'** (340')

FULL

RAIL out

ALS out

A
B
C
D

RVR 40 or 3/4

RVR 60 or 1 1/8

TERPS AMEND 2 18 SEP 2014

CHANGES: None.

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KATL/ATL HARTSFIELD- JACKSON ATLANTA INTL

12 SEP 14

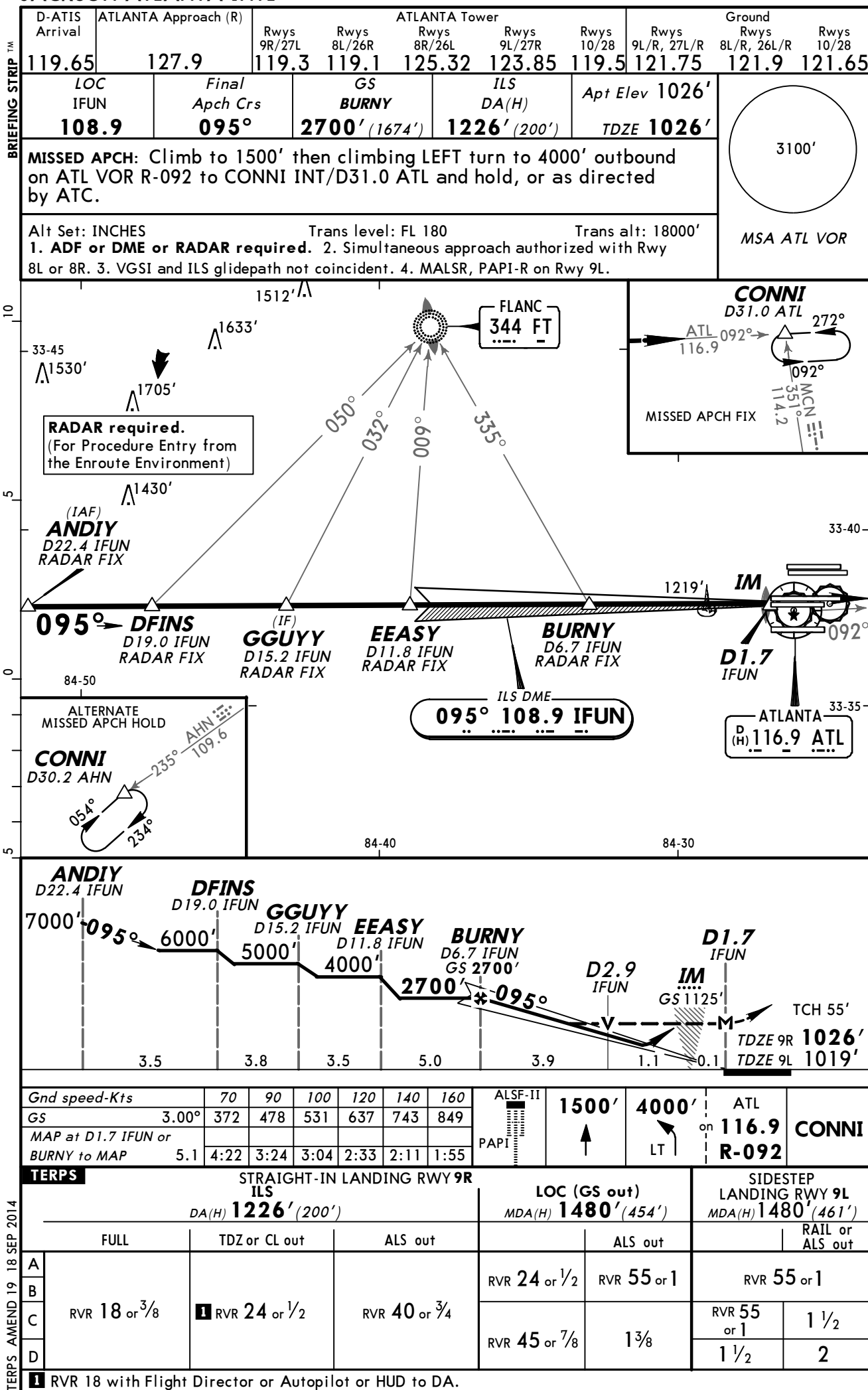
(11-7)

Eff 18 Sep

ILS or LOC Rwy 9R

JEPPESSEN

ATLANTA, GA



KATL/ATL HARTSFIELD- JACKSON ATLANTA INTL

12 SEP 14

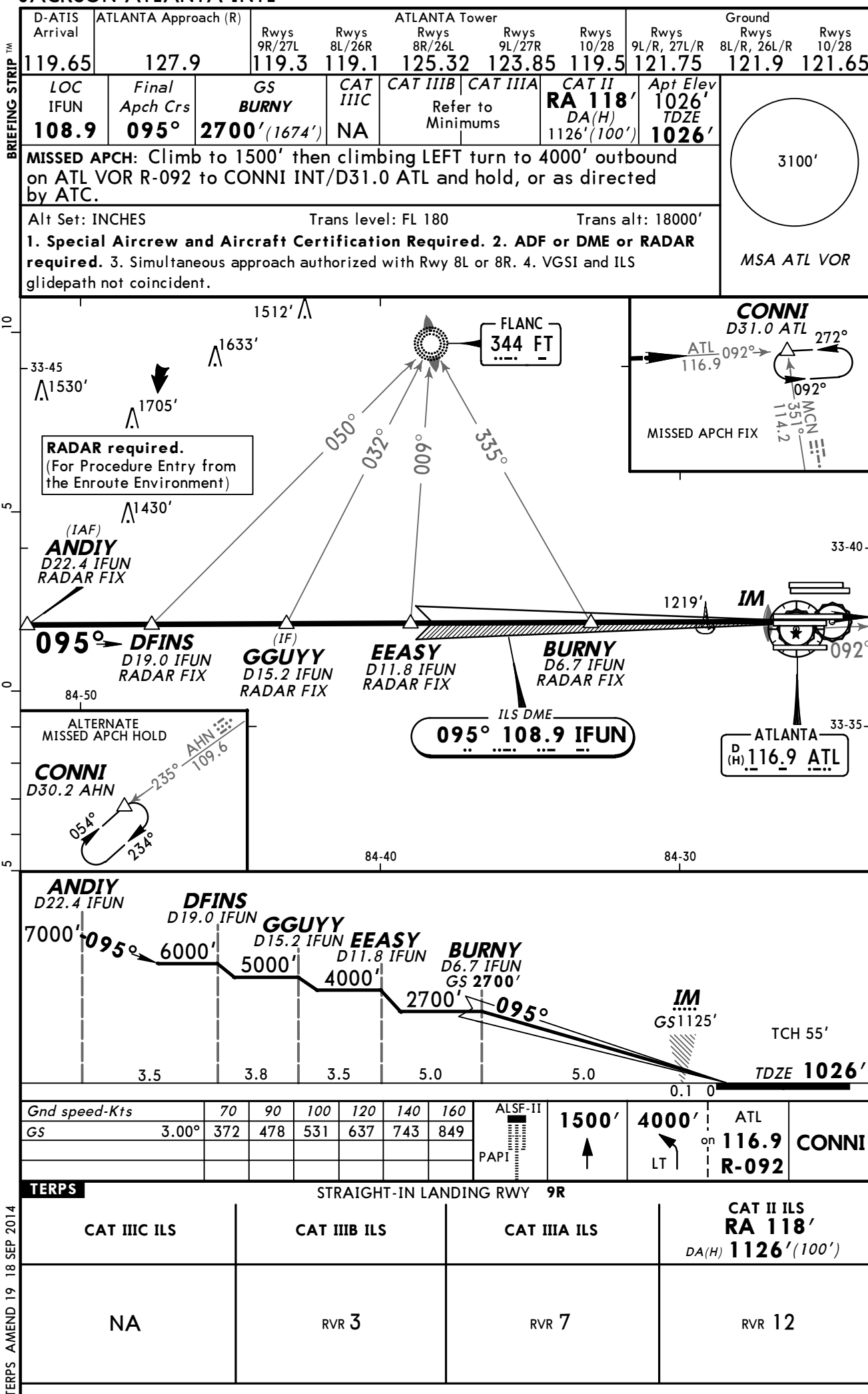
Eff 18 Sep

11-7A

JEPPESSEN

ATLANTA, GA

ILS Rwy 9R CAT II & III



CHANGES: TDZE, TCH, notes, missed approach.

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TERPS AMEND 19 18 SEP 2014

KATL/ATL HARTSFIELD- JACKSON ATLANTA INTL

12 SEP 14

Eff 18 Sep

11-7B

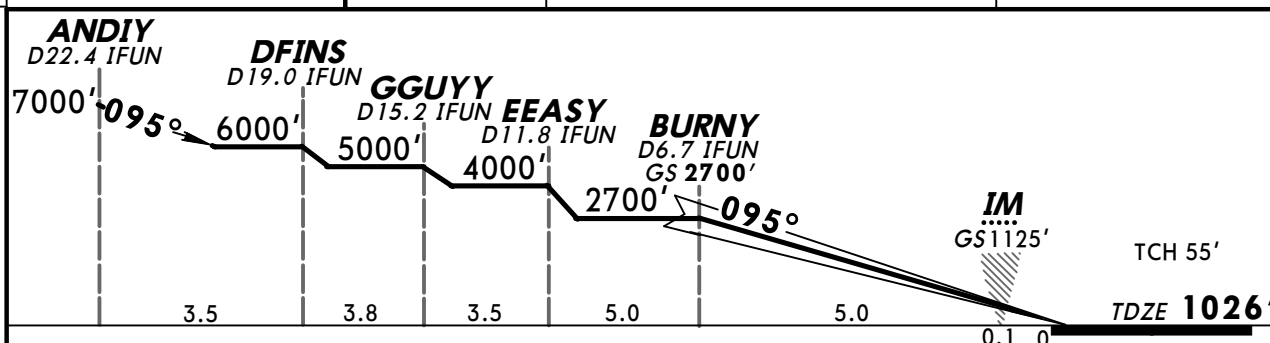
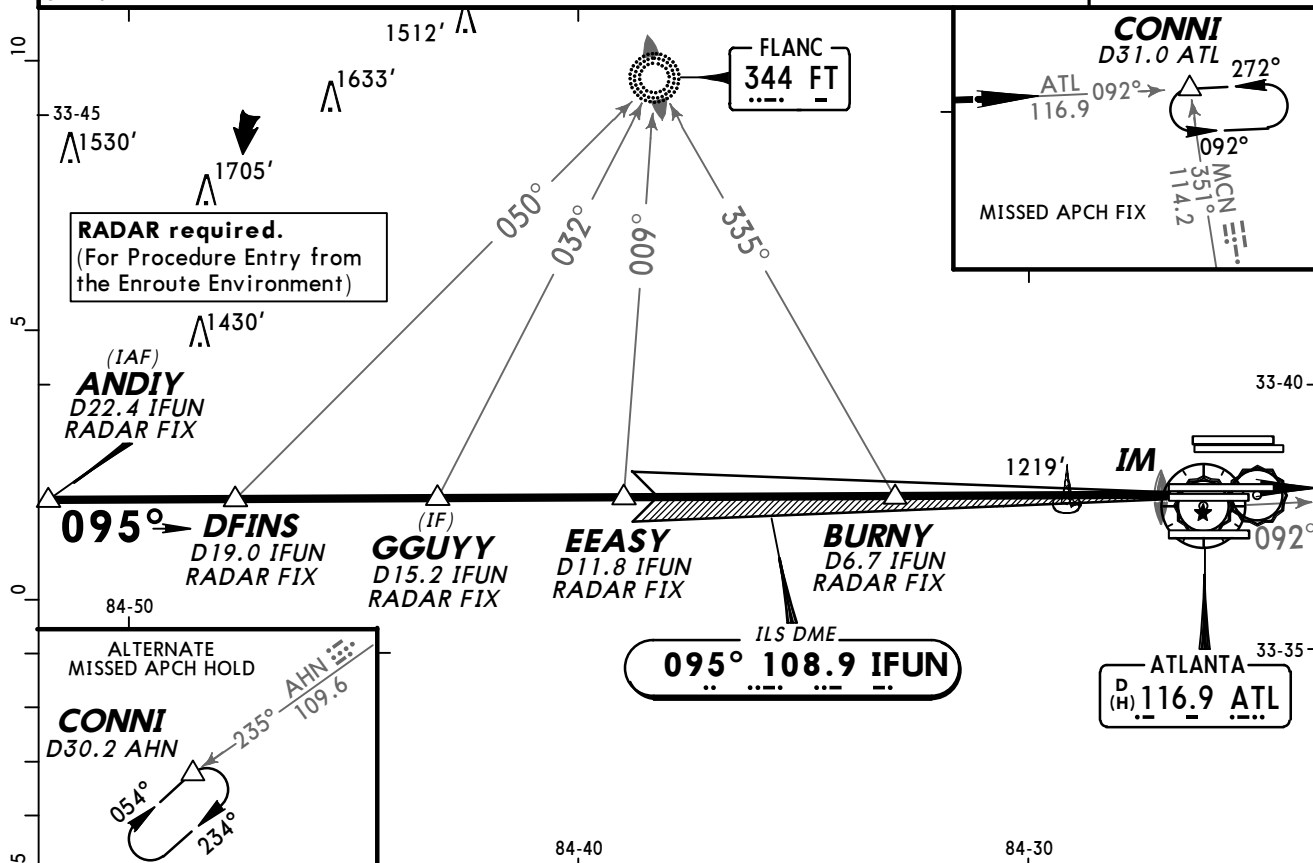
JEPPesen

ATLANTA, GA

ILS Rwy 9R SA CAT I

BRIEFING STRIP™

D-ATIS Arrival	ATLANTA Approach (R)	ATLANTA Tower					Ground		
		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 IFUN 108.9	Final Apch Crs 095°	GS BURNY 2700' (1674')	SA CAT I ILS RA 196' DA(H)1176' (150')		Apt Elev1026' TDZE 1026'		3100' MSA ATL VOR		
MISSED APCH: Climb to 1500' then climbing LEFT turn to 4000' outbound on ATL VOR R-092 to CONNI INT/D31.0 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. ADF or DME or RADAR required. 3. Simultaneous approach authorized with Rwy 8L or 8R. 4. VGSI and ILS glidepath not coincident.									



Gnd speed-Kts	70	90	100	120	140	160	ALSIF-II	1500'	4000'	ATL	CONNI
GS	3.00°	372	478	531	637	743	849			116.9	
										R-092	

TERPS

STRAIGHT-IN LANDING RWY 9R

SA CAT I ILS

RA 196'

DA(H) 1176' (150')

A

B

C

D

RVR 14

Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DH.

CHANGES: TDZE, TCH, notes, missed approach.

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TERPS AMEND 19 18 SEP 2014

KATL/ATL HARTSFIELD- JACKSON ATLANTA INTL

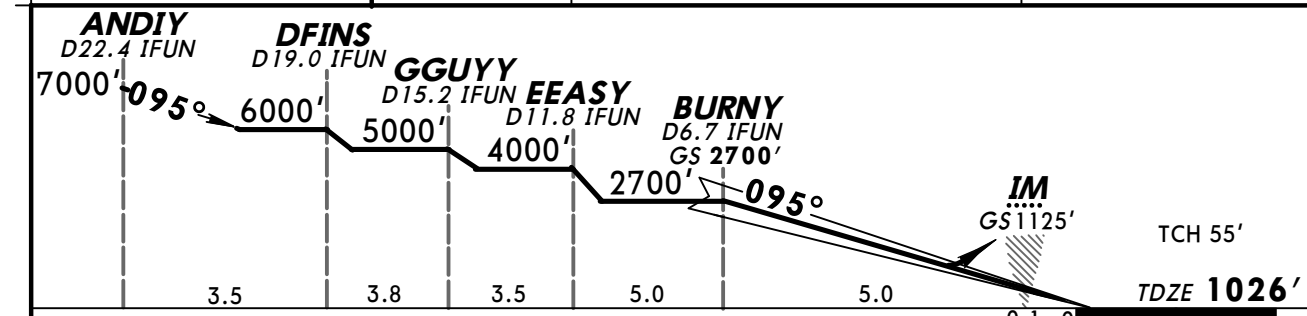
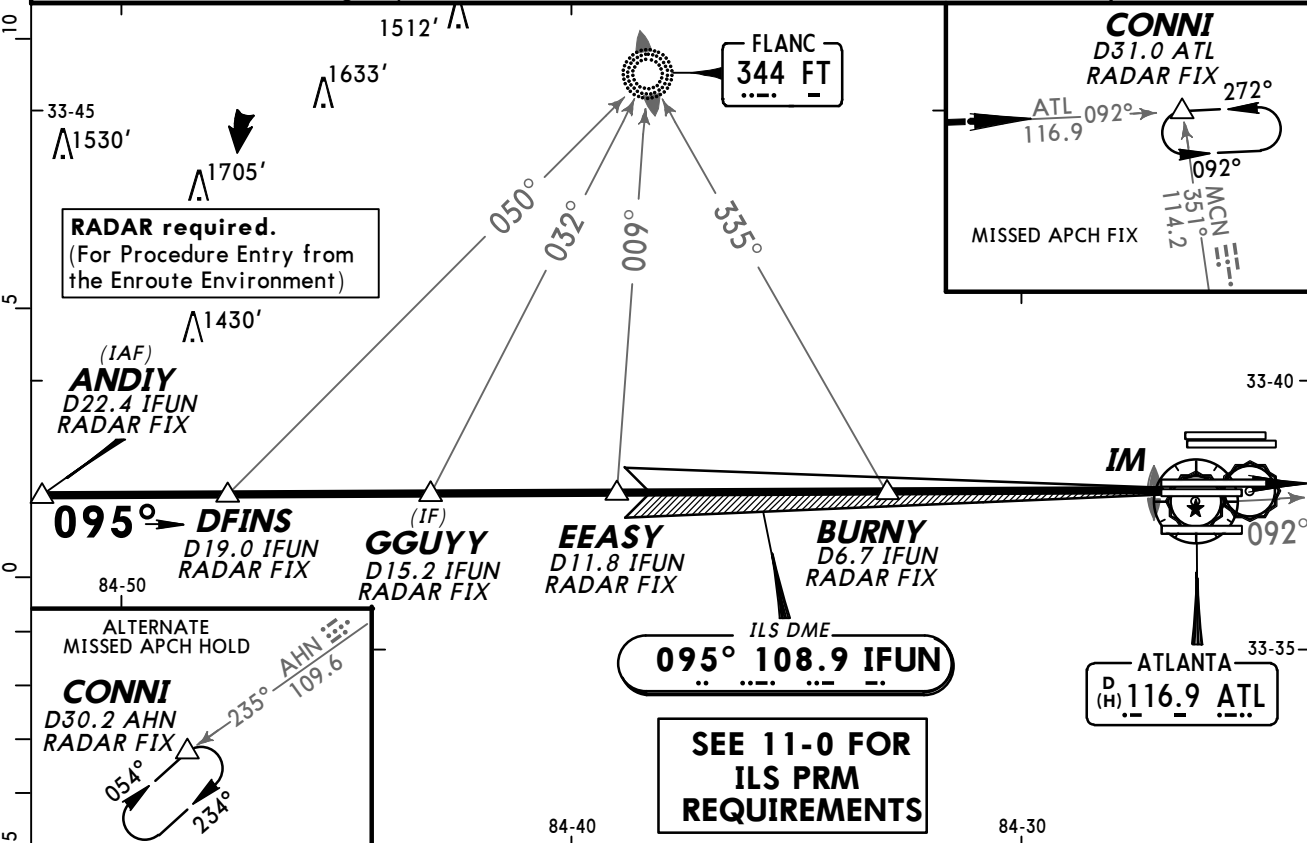
12 SEP 14

11-8

Eff 18 Sep

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

BRIEFING STRIP™	D-ATIS Arrival	ATLANTA Approach (R)	ATLANTA Tower					Ground			
			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	
	Monitor Frequency							132.55			
	LOC IFUN 108.9	Final Apch Crs 095°	GS BURNY 2700' (1674')	ILS DA(H) 1226' (200')		Apt Elev 1026' TDZE 1026'		3100' MSA ATL VOR			
MISSED APCH: Climb to 1500', then climbing LEFT turn to 4000' outbound on ATL VOR R-092 to CONNI INT/D31.0 ATL and hold, or as directed by ATC.											
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. Dual VHF comm required. 2. ADF or DME or RADAR required. 3. Simultaneous close parallel approach authorized with ILS PRM and RNAV PRM Rwy 8L or 8R or 10, or Rwys 8L and 10, or Rwys 8R and 10. 4. See 11-0 for "Attention All Users of ILS Precision Runway Monitor (PRM)". 5. Procedure not authorized when glide slope not available. 6. VGSI and ILS glidepath not coincident.											



Gnd speed-Kts	70	90	100	120	140	160	ALS-II	1500'	4000'	ATL	CONNI
GS	3.00°	372	478	531	637	743	849	↑	LT	on 116.9	R-092

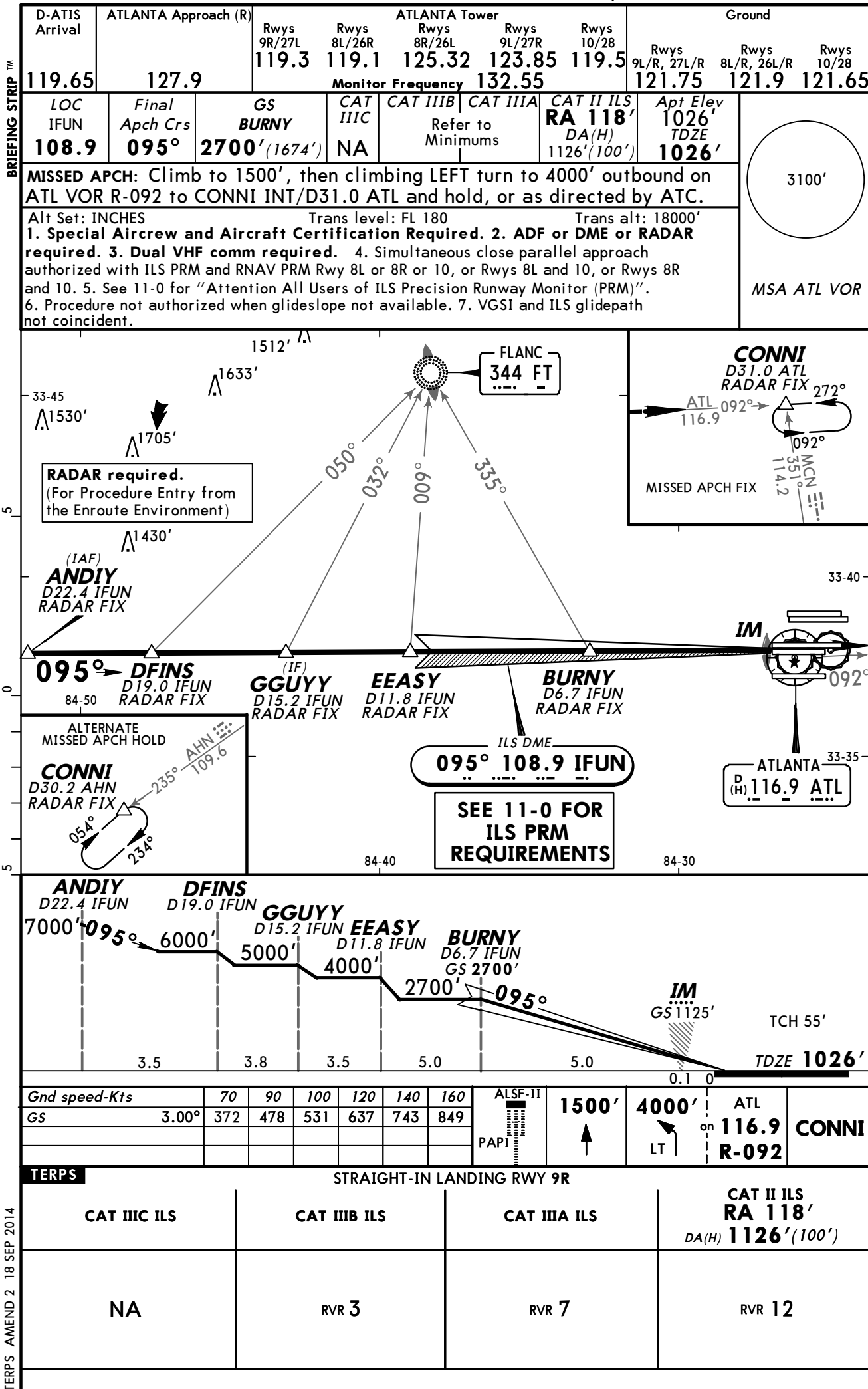
TERPS AMEND 2 18 SEP 2014

TERPS		STRAIGHT-IN LANDING RWY 9R		
		ILS		
		DA(H) 1226'(200')		
		FULL	TDZ or CL out	ALS out
A		RVR 18 or ³ / ₈	1 RVR 24 or ¹ / ₂	RVR 40 or ³ / ₄
B				
C				
D				
1 RVR 18 with Flight Director or Autopilot or HUD to DA.				

CHANGES: TDZE, TCH, notes, missed approach.

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KATL/ATL HARTSFIELD- JACKSON ATLANTA INTL 12 SEP 14 Eff 18 Sep 11-8A ILS PRM Rwy 9R CAT II & III (SIMULTANEOUS CLOSE PARALLEL) ATLANTA, GA



CHANGES: TDZE, TCH, notes, missed approach.

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KATL/ATL HARTSFIELD- JACKSON ATLANTA INTL

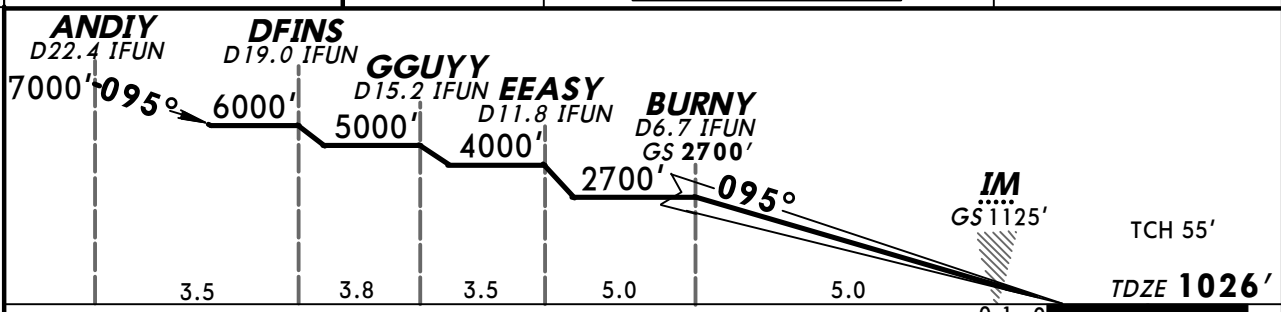
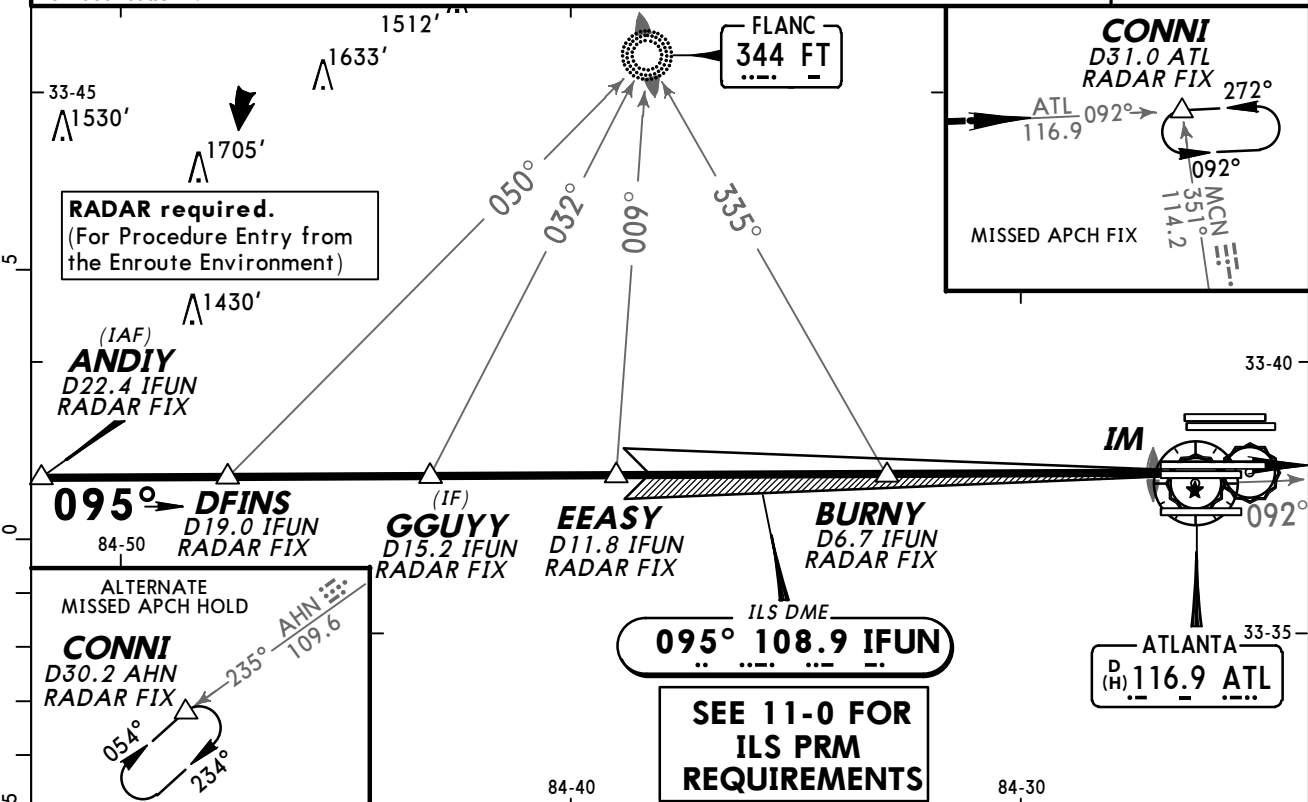
12 SEP 14
Eff 18 Sep

11-8B

ILS PRM Rwy 9R SA CAT I
(SIMULTANEOUS CLOSE PARALLEL)

ATLANTA, GA

BRIEFING STRIP™	D-ATIS Arrival	ATLANTA Approach (R)	ATLANTA Tower					Ground		
			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
	Monitor Frequency 132.55									
	LOC IFUN 108.9	Final Apch Crs 095°	GS BURNY 2700' (1674')	SA CAT I ILS RA 196' DA(H) 1176' (150')		Apt Elev 1026' TDZE 1026'		3100' <		



Gnd speed-Kts	70	90	100	120	140	160	ALSIF-II	1500'	4000'	ATL	CONNI
GS	3.00°	372	478	531	637	743	849	PAPI	LT	on 116.9 R-092	

TERPS

STRAIGHT-IN LANDING RWY 9R

SA CAT I ILS
RA 196'
DA(H) 1176' (150')

RVR 14

1 Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DH.

CHANGES: TDZE, TCH, notes, missed approach.

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TERPS AMEND 2 18 SEP 2014

KATL/ATL HARTSFIELD- JACKSON ATLANTA INTL

12 SEP 14

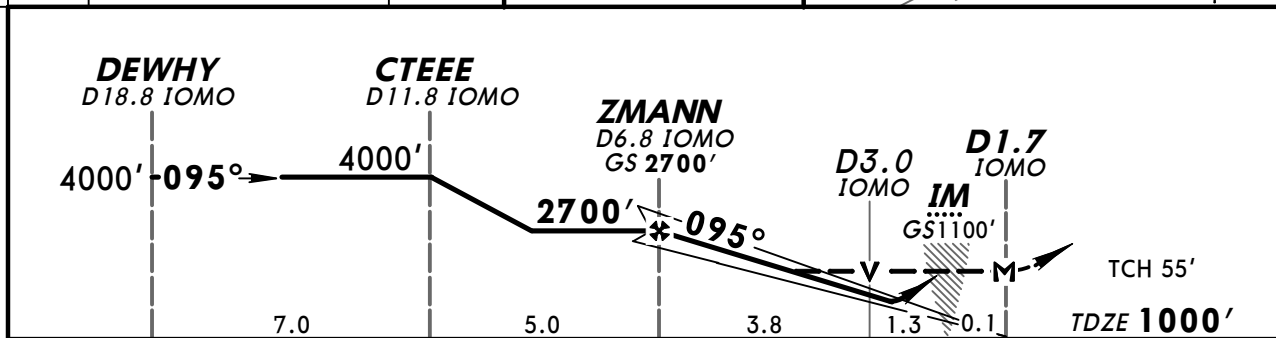
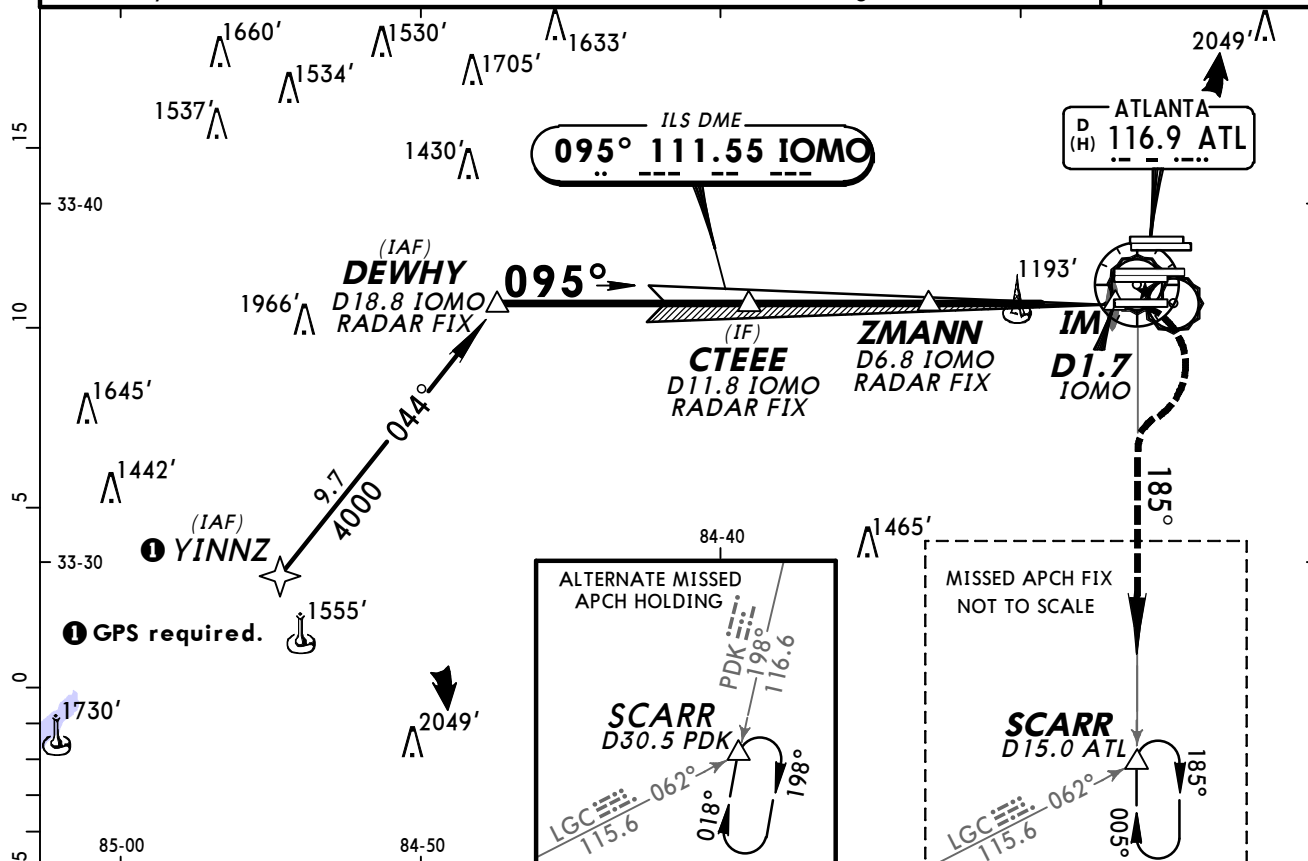
11-9

Eff 18 Sep

ILS or LOC Rwy 10

ATLANTA, GA

BRIEFING STRIP™	D-ATIS Arrival	ATLANTA Approach (R)	ATLANTA Tower					Ground Rwy		
			Rwys 10/28	Rwys 8L/26R	Rwys 8R/26L	Rwys 9L/27R	Rwys 9R/27L	Rwys 10/28	Rwys 8L/R, 26L/R	Rwys 9L/R, 27L/R
	119.65	127.9	119.5	119.1	125.32	123.85	119.3	121.65	121.9	121.75
	LOC IOMO 111.55	Final Apch Crs 095°	GS ZMANN 2700' (1700')	ILS DA(H) 1200' (200')	Apt Elev 1026' TDZE 1000'	3100' MSA ATL VOR				
	MISSED APCH: Climb to 1400' then climbing RIGHT turn to 3000' on ATL VOR R-185 outbound to SCARR INT/D15.0 ATL and hold, or as directed by ATC.									
Alt Set: INCHES										



Gnd speed-Kts	70	90	100	120	140	160	ALSIF-II	1400'	3000'	ATL	SCARR
GS	3.00°	372	478	531	637	743	849				
MAP at D1.7 IOMO or ZMANN to MAP	5.2	4:27	3:28	3:07	2:36	2:14	1:57				

TERPS					STRAIGHT-IN LANDING RWY 10				
ILS			LOC (GS out)						
DA(H) 1200' (200')			MDA(H) 1500' (500')						
FULL	TDZ or CL out	ALS out	FULL	TDZ or CL out	ALS out				
A									
B									
C	RVR 18 or 3/8	1 RVR 24 or 1/2	RVR 40 or 3/4						
D									

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

TERPS AMEND 4 18 SEP 2014

KATL/ATL HARTSFIELD- JACKSON ATLANTA INTL

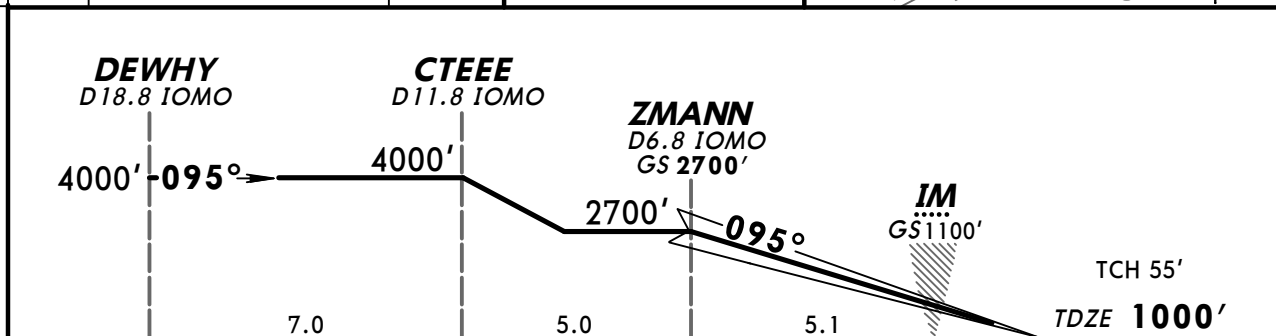
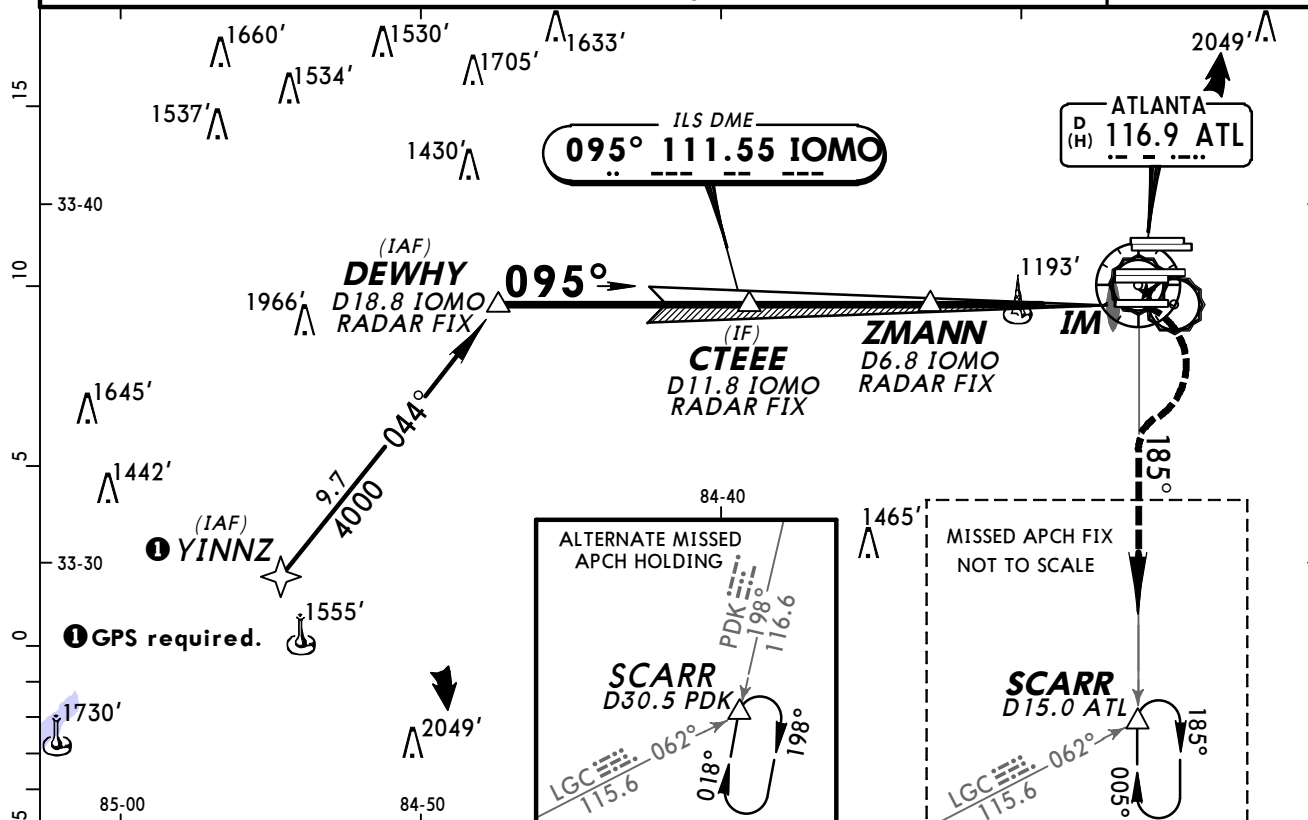
JEPPESSEN
12 SEP 14
Eff 18 Sep

(11-9A)

ATLANTA, GA
ILS Rwy 10 CAT II & III

BRIEFING STRIP™

D-ATIS Arrival	ATLANTA Approach (R)		ATLANTA Tower					Ground		
			Rwys 10/28	Rwys 8L/26R	Rwys 8R/26L	Rwys 9L/27R	Rwys 9R/27L	Rwys 10/28	Rwys 8L/R, 26L/R	Rwys 9L/R, 27L/R
119.65	127.9		119.5	119.1	125.32	123.85	119.31	121.65	121.9	121.75
LOC IOMO	Final Apch Crs	GS ZMANN	CAT IIIC	CAT IIIB	CAT IIIA Refer to Minimums	CAT II RA 110' DA(H) 1100'(100')	Apt Elev 1026' TDZE 1000'	3100' MSA ATL VOR		
111.55	095°	2700'(1700')	NA	NA						
MISSED APCH: Climb to 1400' then climbing RIGHT turn to 3000' on ATL VOR R-185 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. DME or RADAR required. 3. Simultaneous approach authorized with Rwy 9L or 8R or 8L, or Rwys 9L and 8L. 4. Localizer not suitable for electronic rollout guidance.										



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II	1400'	3000'	ATL	SCARR
GS	3.00°	372	478	531	637	743	849			on 116.9	R-185

TERPS				STRAIGHT-IN LANDING RWY 10			
CAT IIIC ILS	CAT IIIB ILS	CAT IIIA ILS	CAT II ILS RA 110' DA(H) 1100'(100')	NA	NA	RVR 7	RVR 12
NA	NA	RVR 7	RVR 12				

CHANGES: Procedure.

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TERPS AMEND 4 18 SEP 2014

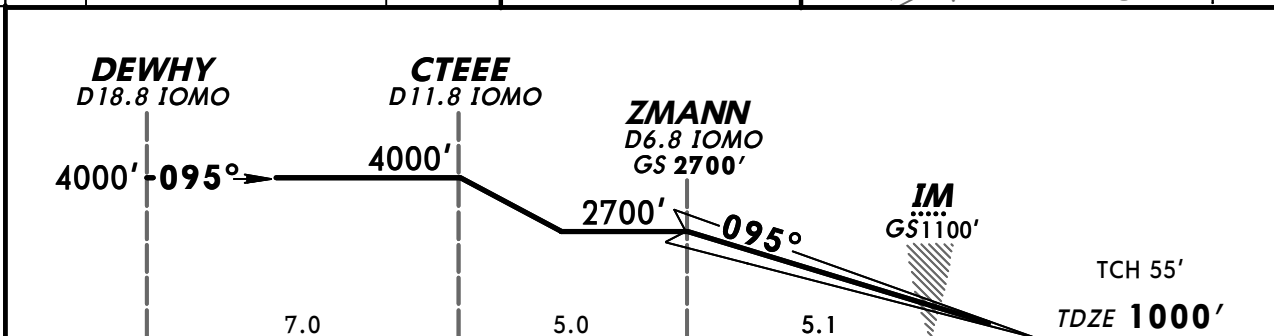
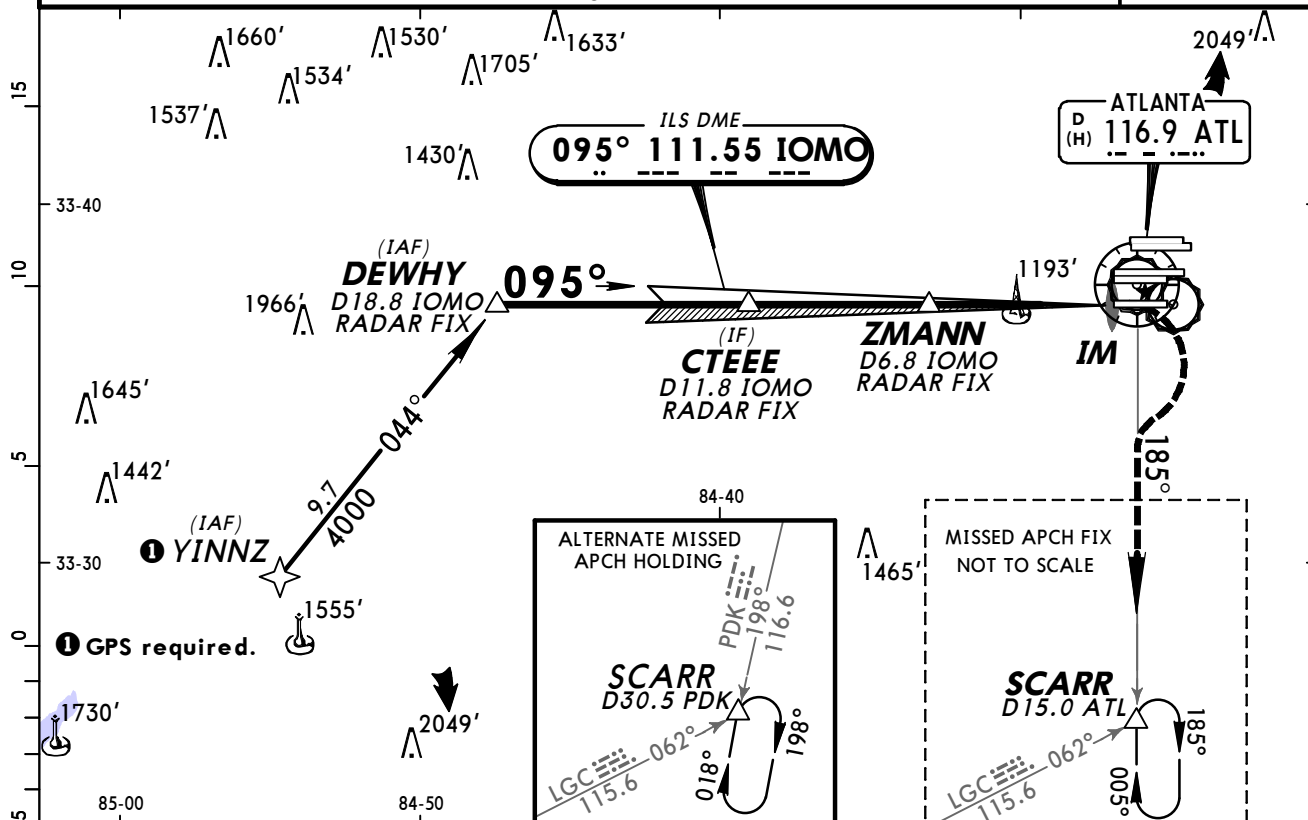
KATL/ATL HARTSFIELD- JACKSON ATLANTA INTL

JEPPESSEN
12 SEP 14
Eff 18 Sep 11-9B

ATLANTA, GA
ILS Rwy 10 SA CAT I

BRIEFING STRIP

D-ATIS Arrival	ATLANTA Approach (R)	ATLANTA Tower					Ground		
		Rwys 10/28	Rwys 8L/26R	Rwys 8R/26L	Rwys 9L/27R	Rwys 9R/27L	Rwys 10/28	Rwys 8L/R, 26L/R	Rwys 9L/R, 27L/R
119.65	127.9	119.5	119.1	125.32	123.85	119.3	121.65	121.9	121.75
LOC IOMO 111.55	Final Apch Crs 095°	GS ZMANN 2700'(1700')	SA CAT I ILS RA 180' DA(H) 1150'(150')		Apt Elev 1026' TDZE 1000'		3100' MSA ATL VOR		
MISSED APCH: Climb to 1400' then climbing RIGHT turn to 3000' on ATL VOR R-185 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. DME or RADAR required. 3. Simultaneous approach authorized with Rwy 9L or 8R or 8L, or Rwys 9L and 8L. 4. Localizer not suitable for electronic rollout guidance.									



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II	1400'	3000'	ATL	SCARR
GS	3.00°	372	478	531	637	743	849	↑	RT	on 116.9 R-185	

TERPS STRAIGHT-IN LANDING RWY 10
1 SA CAT I ILS
RA 180'
 DA(H) 1150' (150')

RVR 14

1 Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DH.

CHANGES: Procedure.

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TERPS AMEND 4 18 SEP 2014

KATL/ATL HARTSFIELD- JACKSON ATLANTA INTL

JEPPesen
12 SEP 14 **(11-10)** **Eff 18 Sep**

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

D-ATIS Arrival	ATLANTA Approach (R)	ATLANTA Tower					Ground		
Rwys 10/28	Rwys 8L/26R	Rwys 8R/26L	Rwys 9L/27R	Rwys 9R/27L	Rwys 10/28	Rwys 8L/R, 26L/R	Rwys 9L/R, 27L/R		
119.65	127.9	119.5	119.1	125.32	123.85	119.3	121.65	121.9	121.75
Monitor Frequency 133.42									

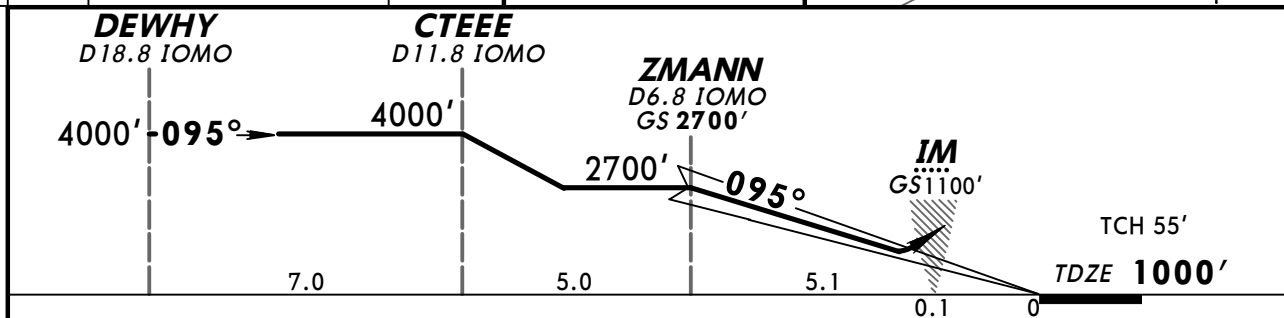
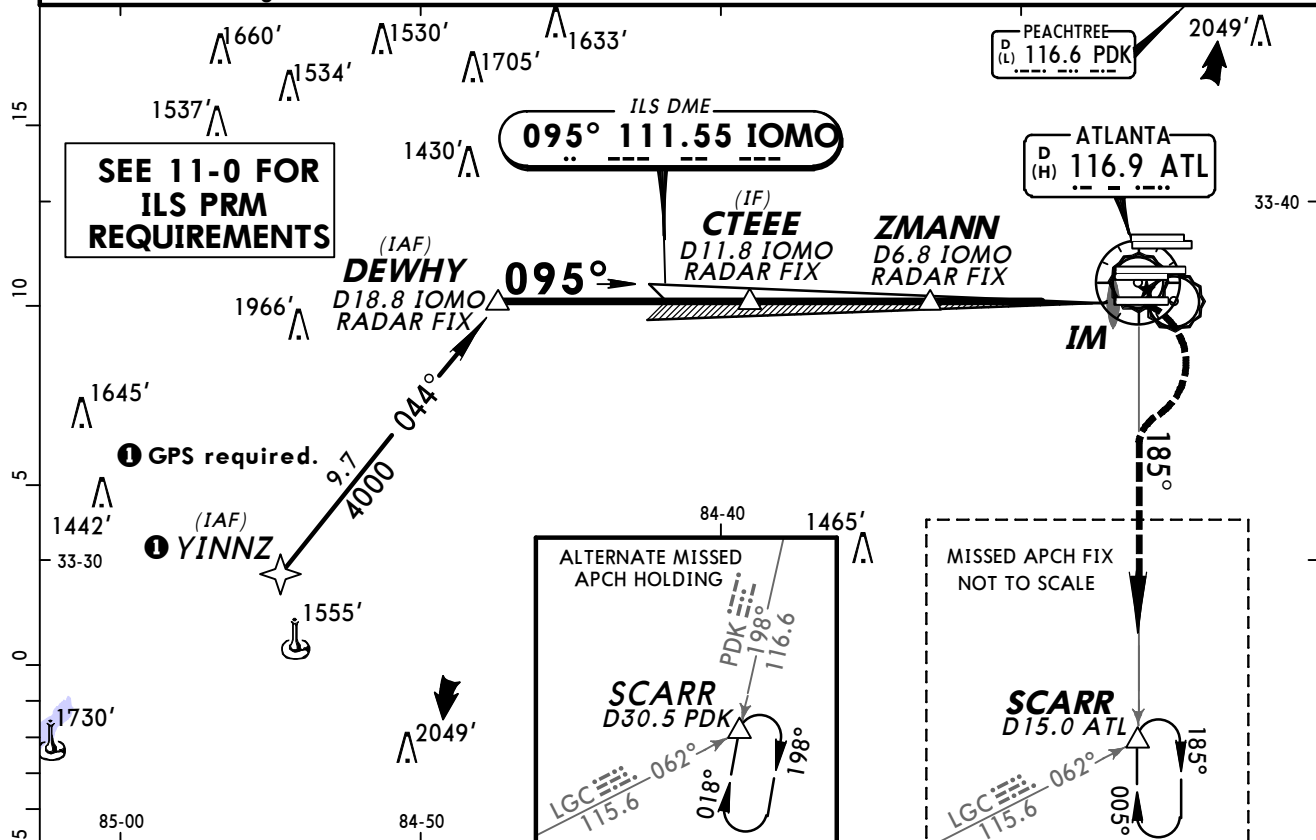
LOC IOMO	Final Apch Crs	GS ZMANN	ILS DA(H)	Apt Elev 1026'	TDZE 1000'	3100'
111.55	095°	2700' (1700')	1200' (200')			

MISSED APCH: Climb to 1400' then climbing RIGHT turn to 3000' on ATL VOR R-185 outbound to SCARR INT/D15.0 ATL and hold, or as directed by ATC.

MSA ATL VOR

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

1. Dual VHF comm required. 2. DME or RADAR required. 3. Simultaneous close parallel approach authorized with ILS PRM and RNAV PRM Rwy 8L or 8R or 9L or 9R, or Rwys 8L and 9L, or Rwys 8L and 9R, or Rwys 8R and 9L, or Rwys 8R and 9R. 4. See 11-0 for "Attention All Users of ILS Precision Runway Monitor (PRM)". 5. Procedure not authorized when glide slope not available. 6. Localizer not suitable for electronic rollout guidance.



Gnd speed-Kts	70	90	100	120	140	160	ALSIF-II	1400'	3000'	ATL	SCARR
GS	3.00°	372	478	531	637	743	849			on 116.9 R-185	

TERPS			STRAIGHT-IN LANDING RWY 10		
			ILS		
			DA(H) 1200' (200')		
			FULL		
			TDZ or CL out		
			ALS out		
A					
B					
C	RVR 18 or 3/8		RVR 24 or 1/2		RVR 40 or 3/4
D					

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

CHANGES: Procedure.

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TERPS AMEND 4 18 SEP 2014

KATL/ATL HARTSFIELD- JACKSON ATLANTA INTL

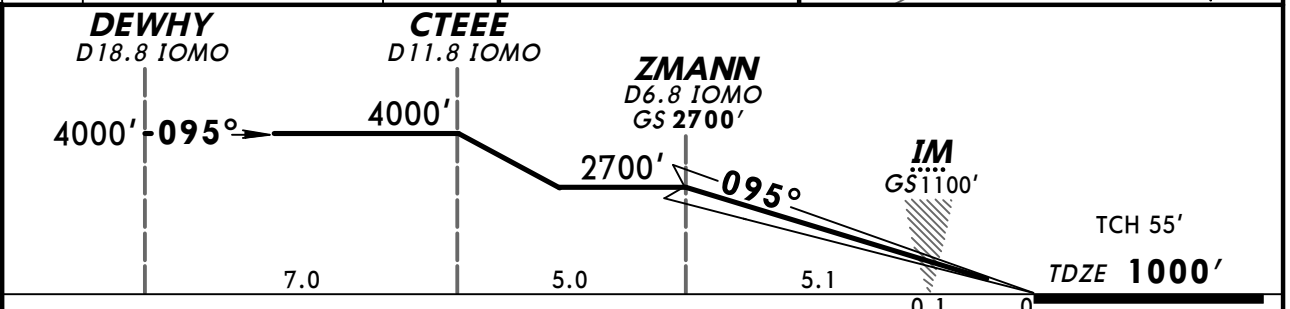
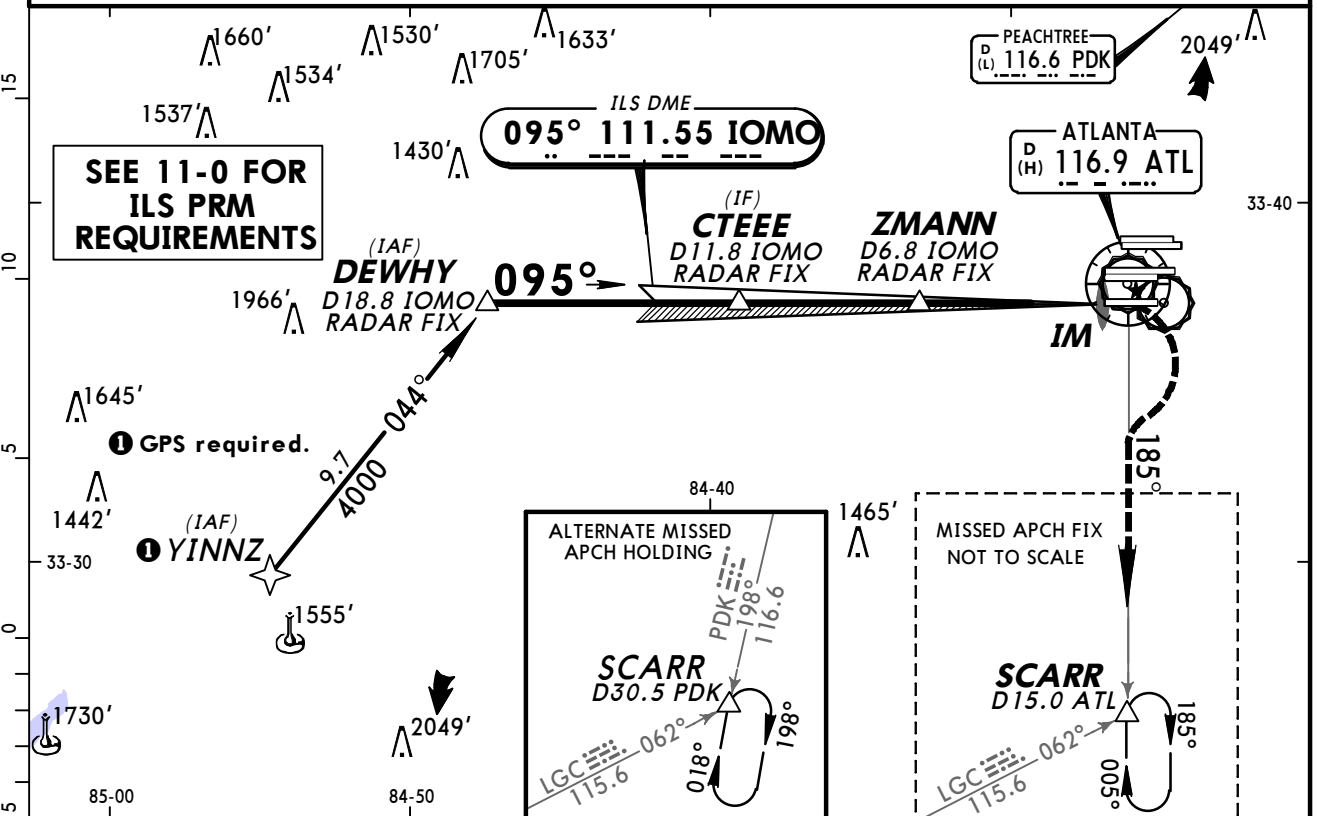
12 SEP 14
Eff 18 Sep

JEPPesen
11-10A

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

BRIEFING STRIP™

D-ATIS Arrival	ATLANTA Approach (R)		ATLANTA Tower					Ground		
			Rwys 10/28	Rwys 8L/26R	Rwys 8R/26L	Rwys 9L/27R	Rwys 9R/27L	Rwys 10/28	Rwys 8L/R, 26L/R	Rwys 9L/R, 27L/R
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 111.55	Final Apch Crs 095°	GS ZMANN 2700' (1700')	CAT IIIC NA	CAT IIIB NA	CAT IIIA Refer to Minimums	CAT II RA 110' DA(H) 1100' (100')	Apt Elev 1026' TDZE 1000'	3100' MSA ATL VOR		
MISSED APCH: Climb to 1400' then climbing RIGHT turn to 3000' on ATL VOR R-185 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. DME or RADAR required. 4. Simultaneous close parallel approach authorized with ILS PRM and RNAV PRM Rwy 8L or 8R or 9L or 9R, or Rwys 8L and 9L, or Rwys 8L and 9R, or Rwys 8R and 9L, or Rwys 8R and 9R. 5. See 11-0 for "Attention All Users of ILS Precision Runway Monitor (PRM)". 6. Procedure not authorized when glide slope not available. 7. Localizer not suitable for electronic rollout guidance.										



Gnd speed-Kts	70	90	100	120	140	160	ALSIF-II	1400'	3000'	ATL	SCARR
GS	3.00°	372	478	531	637	743	849	↑	RT	on 116.9	R-185

TERPS STRAIGHT-IN LANDING RWY 10			
CAT IIIC ILS	CAT IIIB ILS	CAT IIIA ILS	CAT II ILS RA 110' DA(H) 1100' (100')
NA	NA	RVR 7	RVR 12

CHANGES: Procedure.

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TERPS AMEND 4 18 SEP 2014

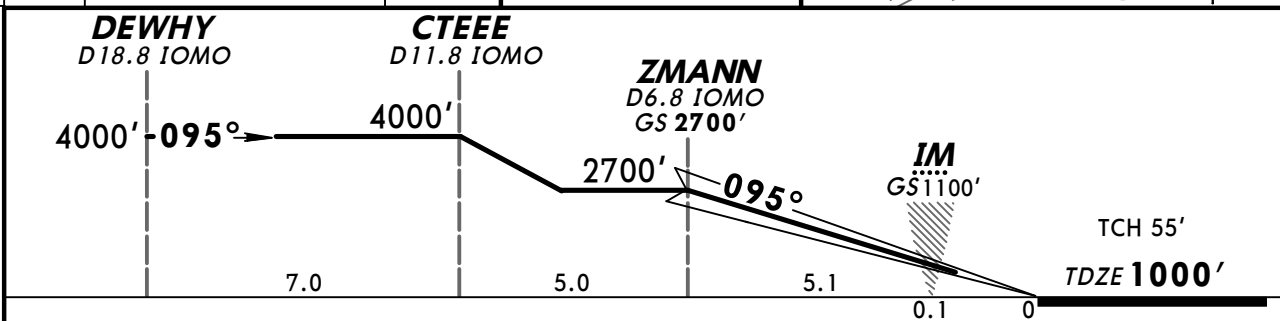
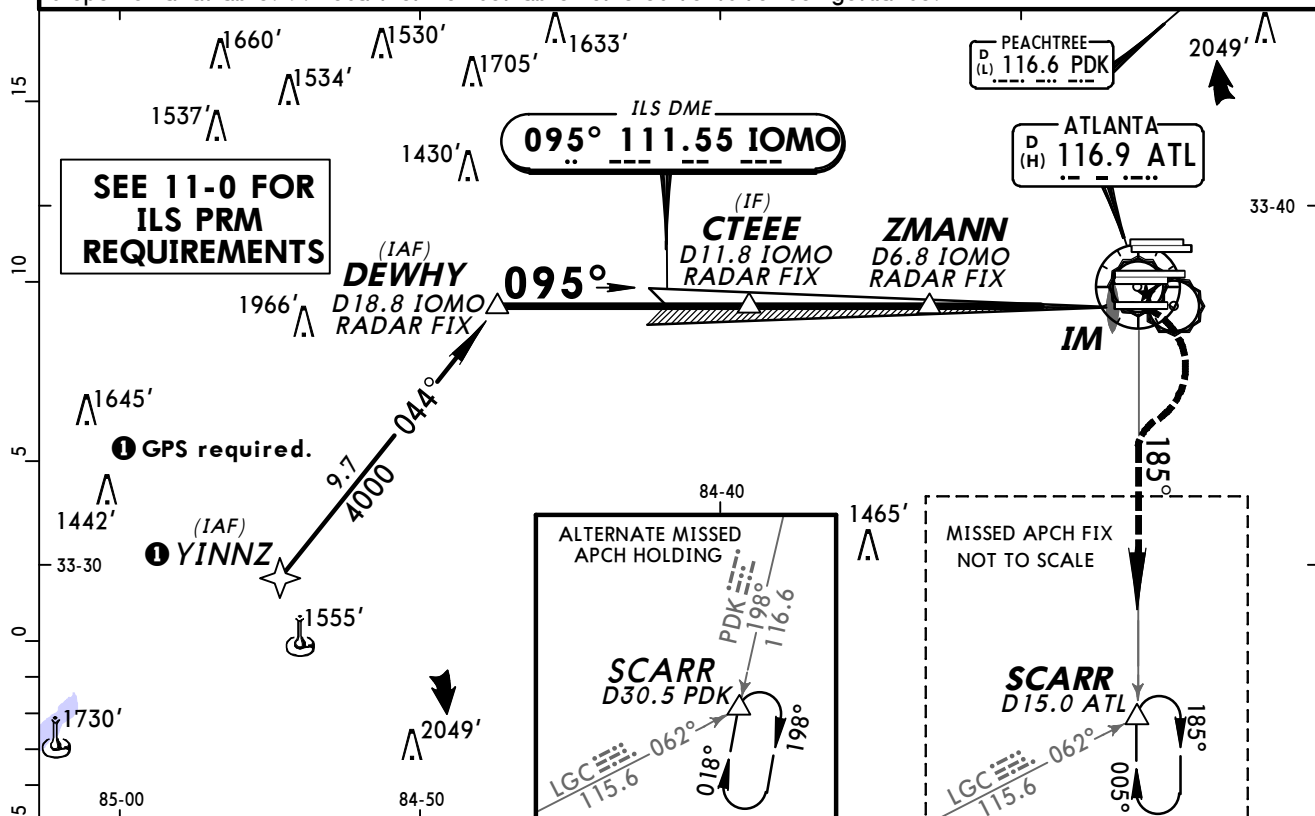
KATL/ATL HARTSFIELD- JACKSON ATLANTA INTL

12 SEP 14
Eff 18 Sep

11-10B

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

BRIEFING STRIP™	D-ATIS Arrival	ATLANTA Approach (R)	ATLANTA Tower					Ground		
			Rwys 10/28	Rwys 8L/26R	Rwys 8R/26L	Rwys 9L/27R	Rwys 9R/27L	Rwys 10/28	Rwys 8L/R, 26L/R	Rwys 9L/R, 27L/R
	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 111.55	Final Apch Crs 095°	GS ZMANN 2700' (1700')	SA CAT I ILS RA 180' DA(H) 1150' (150')		Apt Elev 1026' TDZE 1000'		3100' MSA ATL VOR		
	MISSED APCH: Climb to 1400' then climbing RIGHT turn to 3000' on ATL VOR R-185 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. DME or RADAR required. 4. Simultaneous close parallel approach authorized with ILS PRM and RNAV PRM Rwy 8L or 8R or 9L or 9R, or Rwys 8L and 9L, or Rwys 8L and 9R, or Rwys 8R and 9L, or Rwys 8R and 9R. 5. See 11-0 for "Attention All Users of ILS Precision Runway Monitor (PRM)". 6. Procedure not authorized when glide slope not available. 7. Localizer not suitable for electronic rollout guidance.										



Gnd speed-Kts	70	90	100	120	140	160	ALSIF-II	1400'	3000'	ATL	SCARR
GS	3.00°	372	478	531	637	743	849	↑	RT	on 116.9 R-185	

TERPS STRAIGHT-IN LANDING RWY10
SA CAT I ILS
RA 180'
DA(H) 1150' (150')

RVR 14

Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DH.

CHANGES: Procedure.

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TERPS AMEND 4 18 SEP 2014

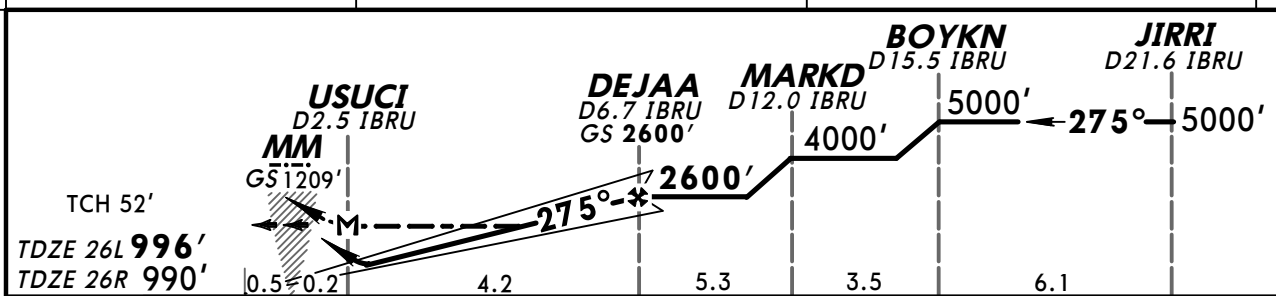
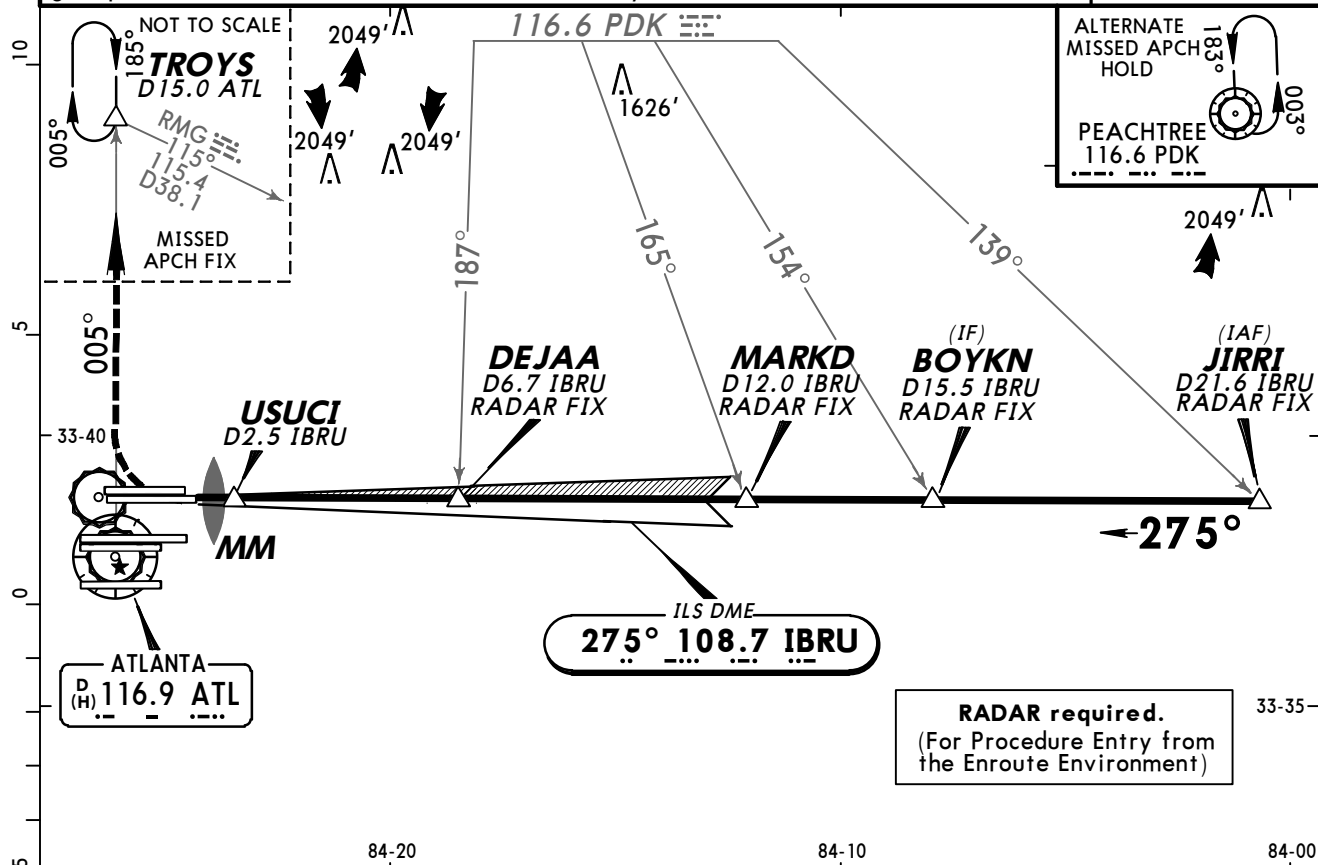
KATL/ATL HARTSFIELD- JACKSON ATLANTA INTL

12 SEP 14
Eff 18 Sep 11-11

ATLANTA, GA
ILS or LOC Rwy 26L

BRIEFING STRIP™

D-ATIS Arrival	ATLANTA Approach (R)	ATLANTA Tower					Ground		
		Rwys 8R/26L	Rwys 8L/26R	Rwys 9L/27R	Rwys 9R/27L	Rwys 10/28	Rwys 8L/R, 26L/R	Rwys 9L/R, 27L/R	Rwys 10/28
119.65	127.9	125.32	119.1	123.85	119.3	119.5	121.9	121.75	121.65
LOC IBRU 108.7	Final Apch Crs 275°	GS DEJAA 2600' (1604')	ILS DA(H) 1280' (284')	Apt Elev 1026'		TDZE 26L 996'			
MISSED APCH: Climb to 1500' then climbing RIGHT turn to 3500' outbound on ATL VOR R-005 to TROYS 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. Simultaneous approach authorized with Rwy 27R or 27L or 28. 2. VGSI and ILS glidepath not coincident. 3. MALS, PAPI-L on Rwy 26R.									



Gnd speed-Kts	70	90	100	120	140	160	MALSR		1500'	3500'	ATL	TROYS
GS	3.00°	372	478	531	637	743	PAPI		↑	RT	on 116.9	R-005
MAP at USUCI or DEJAA to MAP	4.2	3:36	2:48	2:31	2:06	1:48						

TERPS STRAIGHT-IN LANDING RWY26L						SIDESTEP LANDING RWY 26R	
ILS			LOC (GS out)			MDA(H) 1420' (430')	
DA(H) 1280' (284')			MDA(H) 1420' (424')			RAIL or ALS out	
FULL	RAIL out	ALS out	FULL	RAIL out	ALS out		
A			RVR 24 or 1/2	RVR 40 or 3/4	RVR 55 or 1	RVR 55 or 1	
B							
C	RVR 24 or 1/2	RVR 40 or 3/4	RVR 45 or 7/8			1 1/2	
D				RVR 40 or 3/4	RVR 50 or 1	1 1/4	2

CHANGES: Procedure.

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KATL/ATL HARTSFIELD- JACKSON ATLANTA INTL

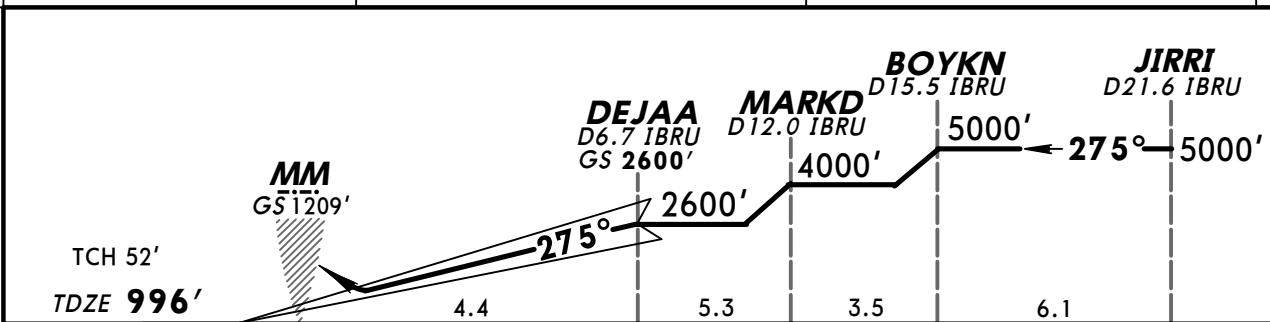
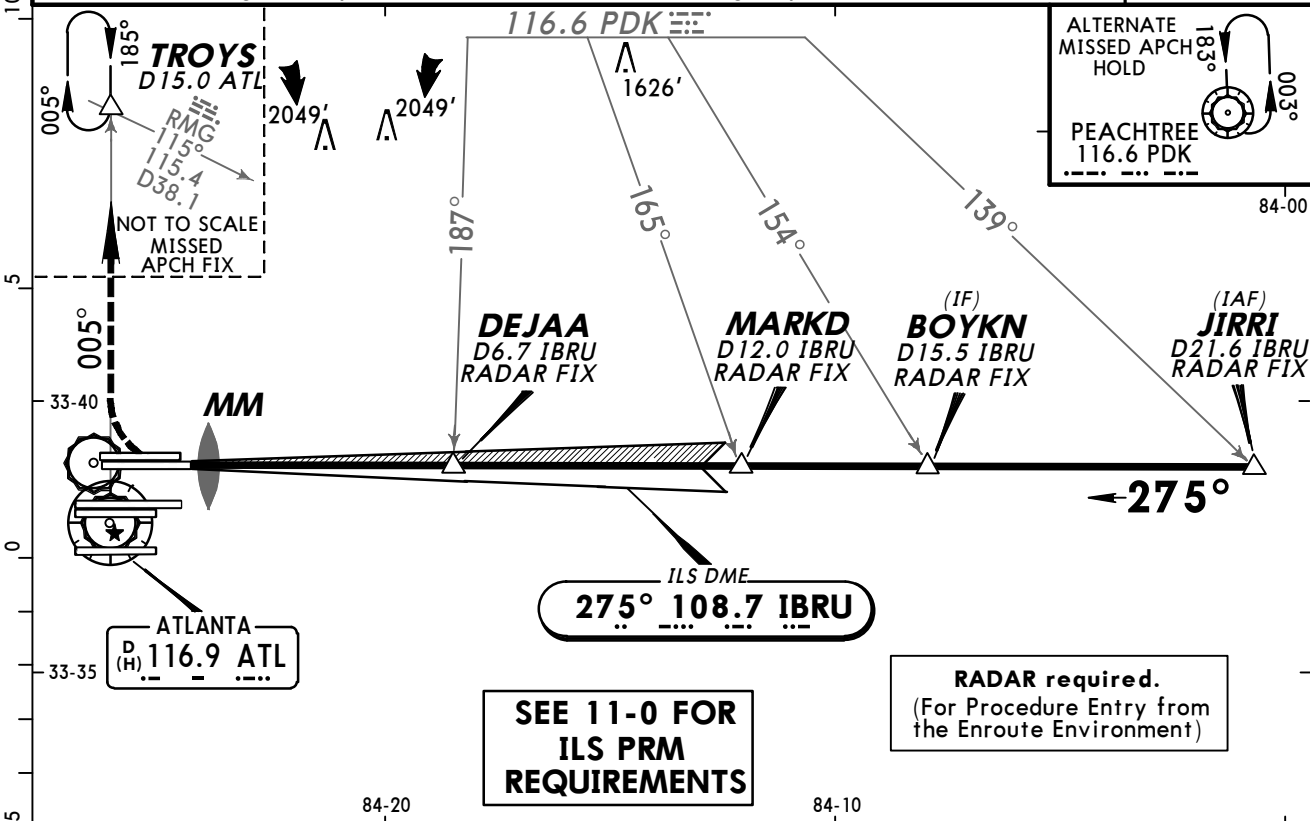
12 SEP 14

11-12

Eff 18 Sep

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

BRIEFING STRIP™	D-ATIS Arrival	ATLANTA Approach (R)		ATLANTA Tower					Ground			
				Rwys 8R/26L	Rwys 8L/26R	Rwys 9L/27R	Rwys 9R/27L	Rwys 10/28		Rwys 8L/R, 26L/R	Rwys 9L/R, 27L/R	Rwys 10/28
	119.65	127.9		125.32	119.1	123.85	119.3	119.5		121.9	121.75	121.65
	Monitor Frequency 126.9											
	LOC IBRU 108.7	Final Apch Crs 275°	GS DEJAA 2600' (1604')	ILS DA(H) 1280' (284')		Apt Elev 1026' TDZE 996'		3100' MSA ATL VOR				
MISSED APCH: Climb to 1500' then climbing RIGHT turn to 3500' outbound on ATL VOR R-005 to TROYS INT/D15.0 ATL and hold, or as directed by ATC.												
Alt Set: INCHES												



Gnd speed-Kts	70	90	100	120	140	160	MALSR		1500'	3500'	ATL	TROYS
GS	3.00°	372	478	531	637	743	849	PAPI	↑	↻ RT	on 116.9 R-005	

TERPS		STRAIGHT-IN LANDING RWY26L		
		ILS		
		DA(H) 1280' (284')		
		FULL		RAIL out
		ALS out		
A	RVR 24 or 1/2	RVR 40 or 3/4	RVR 45 or 7/8	
B				
C				
D				

TERPS AMEND 2 18 SEP 2014

CHANGES: Procedure.

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KATL/ATL HARTSFIELD- JACKSON ATLANTA INTL

JEPPESSEN

ATLANTA, GA

12 SEP 14 **11-13** Eff 18 Sep ILS or LOC Rwy 26R

BRIEFING STRIP™

D-ATIS Arrival

119.65

ATLANTA Approach (R)

127.9

Rwys 8L/26R

119.1

Rwys 8R/26L

125.32

Rwys 9L/27R

123.85

Rwys 9R/27L

119.3

Rwys 10/28

119.5

Rwys 8L/R, 26L/R

121.9

Rwys 9L/R, 27L/R

121.75

Rwys 10/28

121.65

LOC IGXZ

110.1

Final Apch Crs

275°

GS AJAAY

2700' (1710')

ILS DA(H)

1190' (200')

Apt Elev 1026'

TDZE 26R 990'

MISSED APCH: Climb to 1400' then climbing RIGHT turn to 3500' outbound on ATL VOR R-005 to TROYS INT/D15.0 ATL and hold, or as directed by ATC.

Alt Set: INCHES

Trans level: FL 180

Trans alt: 18000'

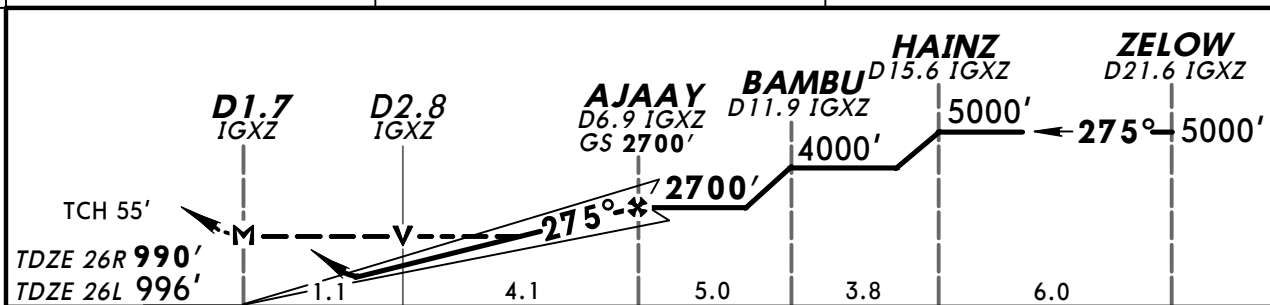
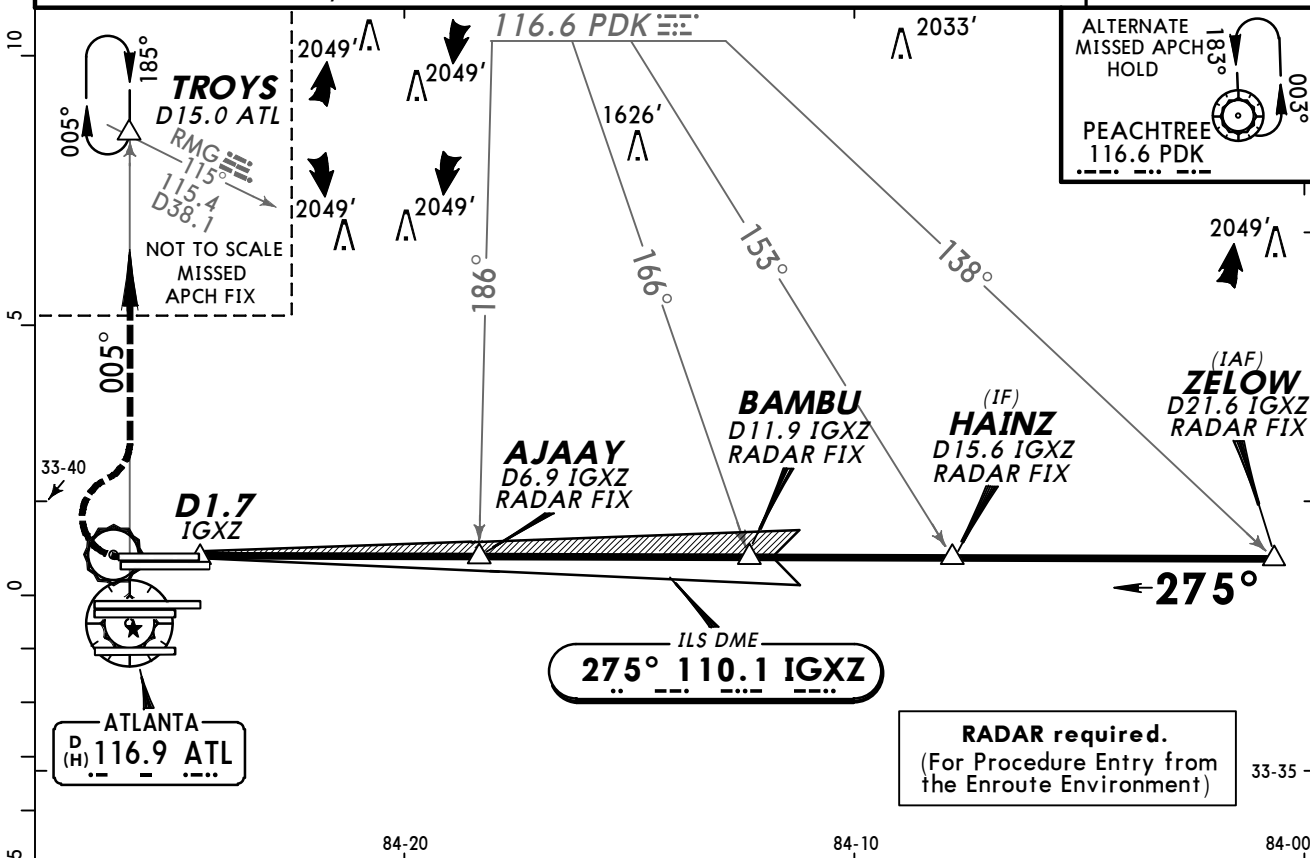
1. Simultaneous approach authorized with Rwys 27R or 27L or 28, or Rwys 27R and 28.

2. VGSI and ILS glidepath not coincident.

3. MALSR, PAPI-L on Rwy 26L.

3100'

MSA ATL VOR



Gnd speed-Kts	70	90	100	120	140	160	MALSR	1400'	3500'	ATL	TROYS
GS	3.00°	372	478	531	637	743	849	PAPI	↑	RT	on 116.9 R-005
MAP at D1.7 IGXZ or AJAAY to MAP	5.2	4:27	3:28	3:07	2:36	2:14	1:57				

TERPS STRAIGHT-IN LANDING RWY26R						SIDESTEP LANDING RWY 26L	
ILS DA(H) 1190' (200')			LOC (GS out) MDA(H) 1420' (430')			MDA(H) 1420' (424')	
FULL	TDZ or CL out	RAIL or ALS out	RAIL out	ALS out	RAIL or ALS out		
A			RVR 24 or 1/2	RVR 40 or 3/4	RVR 55 or 1	1 1/4	
B						1 3/4	
C	RVR 18 or 3/8	RVR 24 or 1/2	RVR 40 or 3/4			1 3/4	
D			RVR 40 or 3/4	RVR 50 or 1	1 1/4	1 3/4	2

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

CHANGES: Procedure.

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TERPS AMEND 7 18 SEP 2014

KATL/ATL HARTSFIELD- JACKSON ATLANTA INTL

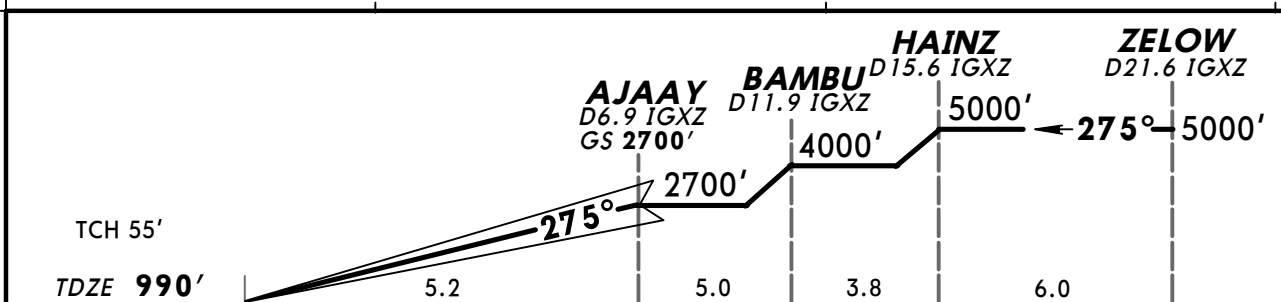
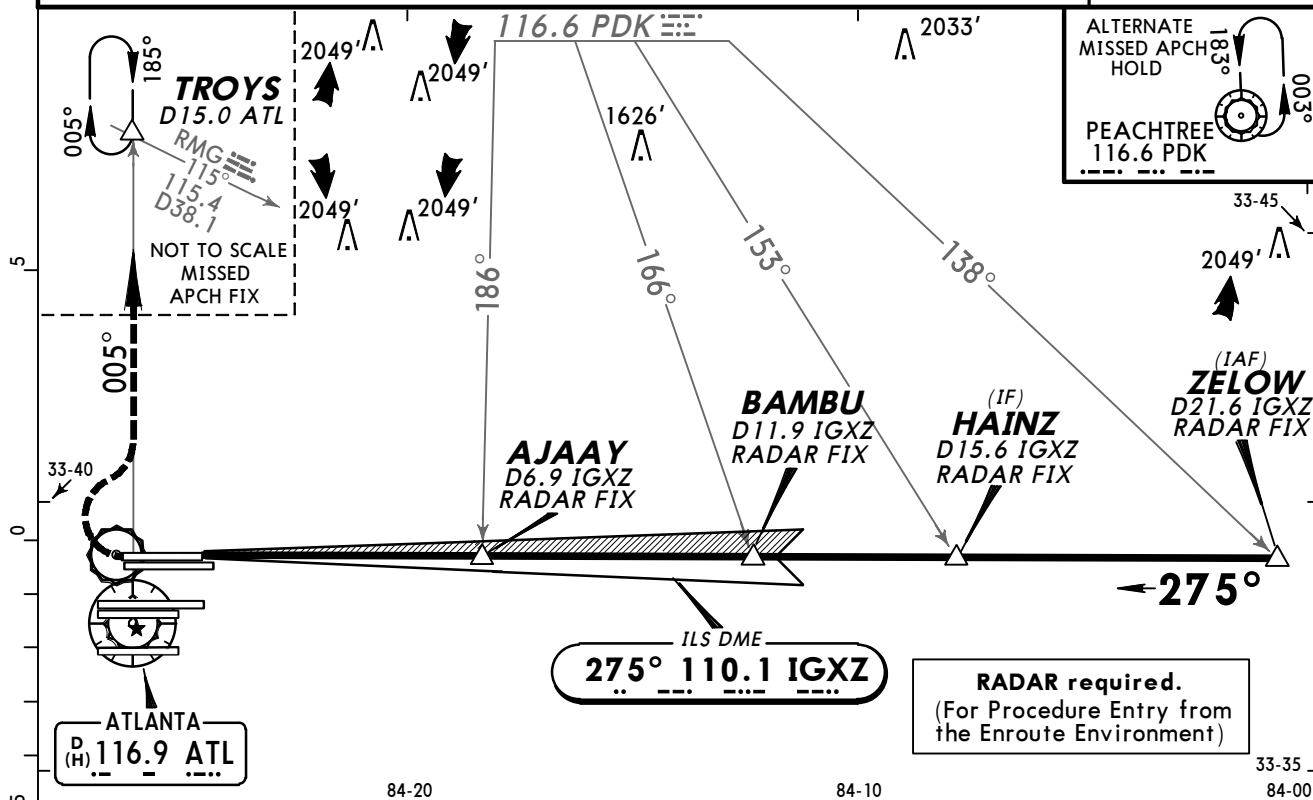
12 SEP 14
Eff 18 Sep

11-13A

ATLANTA, GA
ILS Rwy 26R SA CAT I

BRIEFING STRIP

ATLANTA Tower											Ground	
D-ATIS Arrival	ATLANTA Approach (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		
119.65	127.9		119.1	125.32	123.85	119.3	119.5	121.9	121.75	121.65		
LOC IGXZ 110.1		Final Apch Crs 275°		GS AJAAY 2700' (1710')		SA CAT I ILS RA 170' DA(H) 1140' (150')		Apt Elev 1026' TDZE 990'		3100' MSA ATL VOR		
MISSED APCH: Climb to 1400' then climbing RIGHT turn to 3500' outbound on ATL VOR R-005 to TROYS INT/D15.0 ATL and hold, or as directed by ATC.												
Alt Set: INCHES												



Gnd speed-Kts	70	90	100	120	140	160	MALSR	1400'	3500'	ATL	TROYS
GS	3.00°	372	478	531	637	743	849	PAPI	↑	RT	on 116.9 R-005

TERPS STRAIGHT-IN LANDING RWY26R

1 SA CAT I ILS
RA 170'
DA(H) 1140' (150')

RVR 14

1 Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DH.

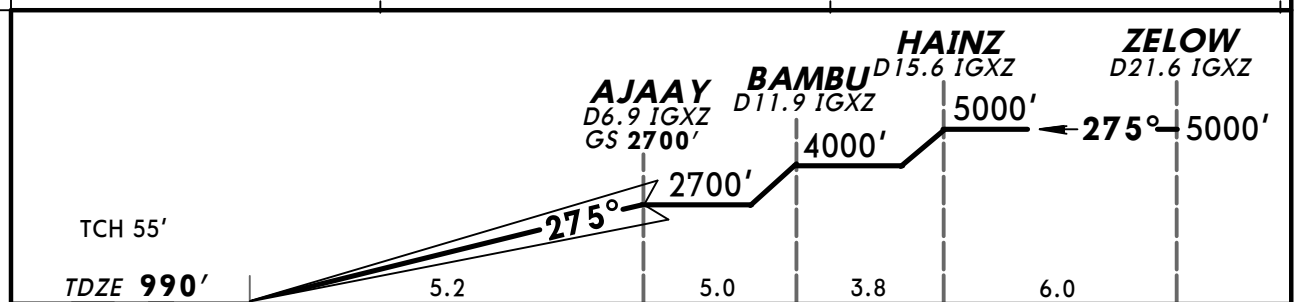
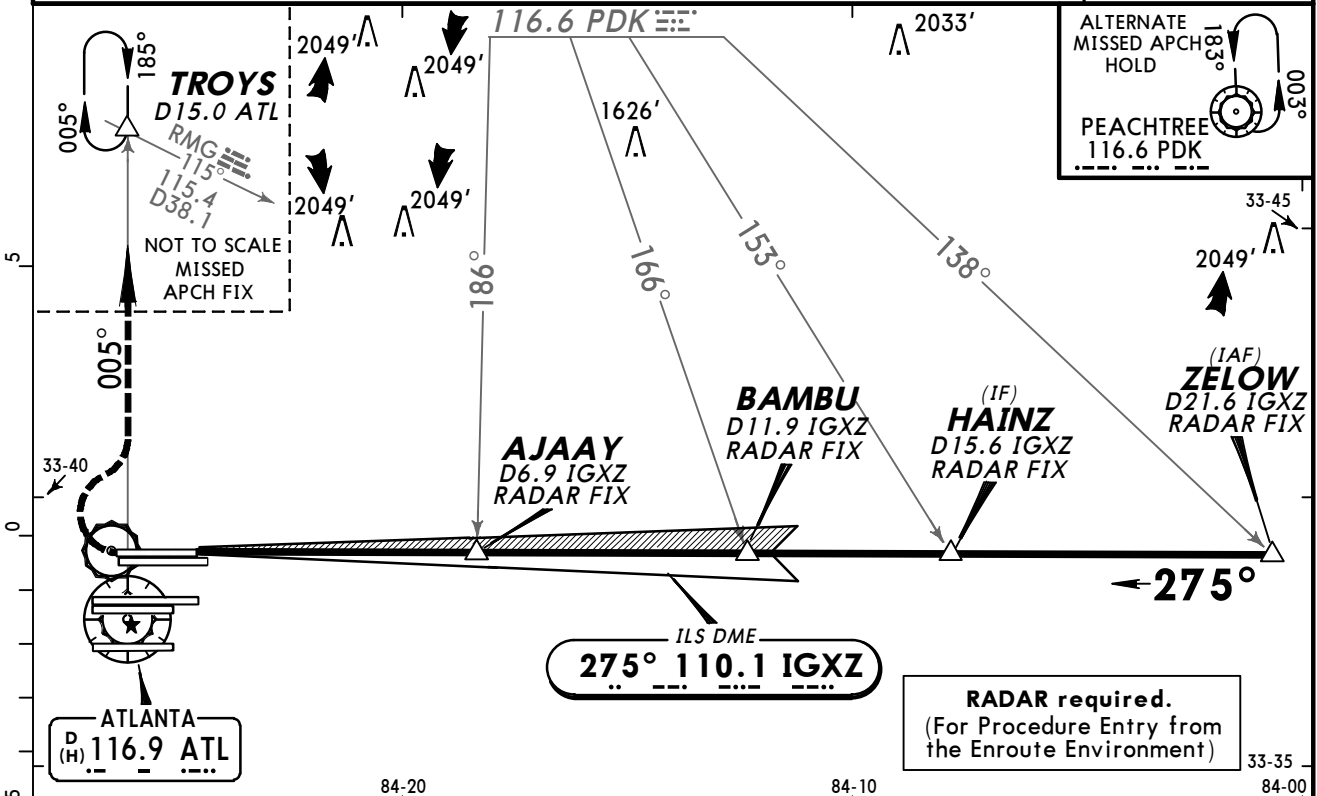
CHANGES: Procedure.

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TERPS AMEND 7 18 SEP 2014

BRIEFING STRIP™

D-ATIS Arrival	ATLANTA Approach (R)	ATLANTA Tower					Ground		
		Rwys 8L/26R	Rwys 8R/26L	Rwys 9L/27R	Rwys 9R/27L	Rwys 10/28	Rwys 8L/R, 26L/R	Rwys 9L/R, 27L/R	Rwys 10/28
119.65	127.9	119.1	125.32	123.85	119.3	119.5	121.9	121.75	121.65
LOC IGXZ 110.1	Final Apch Crs 275°	GS AJAAY 2700' (1710')	SA CAT II ILS RA 110' DA(H) 1090' (100')		Apt Elev 1026' TDZE 990'		3100' MSA ATL VOR		
MISSED APCH: Climb to 1400' then climbing RIGHT turn to 3500' outbound on ATL VOR R-005 to TROYS 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. Simultaneous approach authorized with Rwys 27R or 27L or 28, or Rwys 27R and 28. 3. VGSI and ILS glidepath not coincident.									



Gnd speed-Kts	70	90	100	120	140	160	MALSR	1400'	3500'	ATL	TROYS
GS	3.00°	372	478	531	637	743	849	PAPI	↑	RT	on 116.9 R-005

TERPS STRAIGHT-IN LANDING RWY26R
1 SA CAT II ILS
RA 110'
 DA(H) 1090' (100')

RVR 12

KATL/ATL HARTSFIELD- JACKSON ATLANTA INTL

12 SEP 14

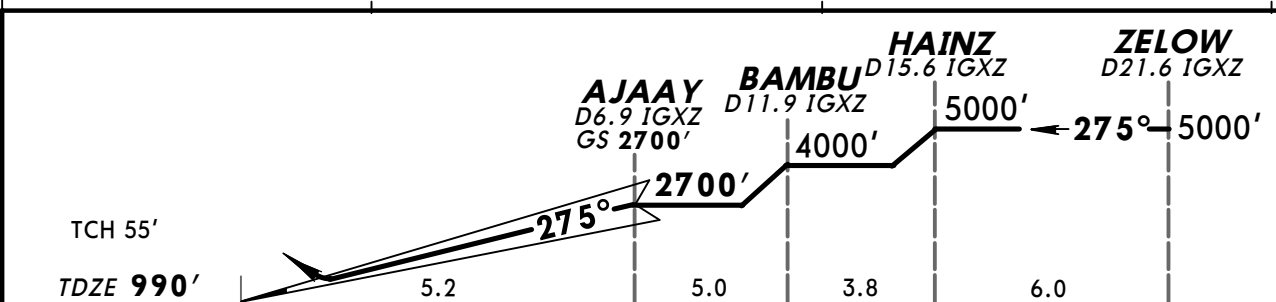
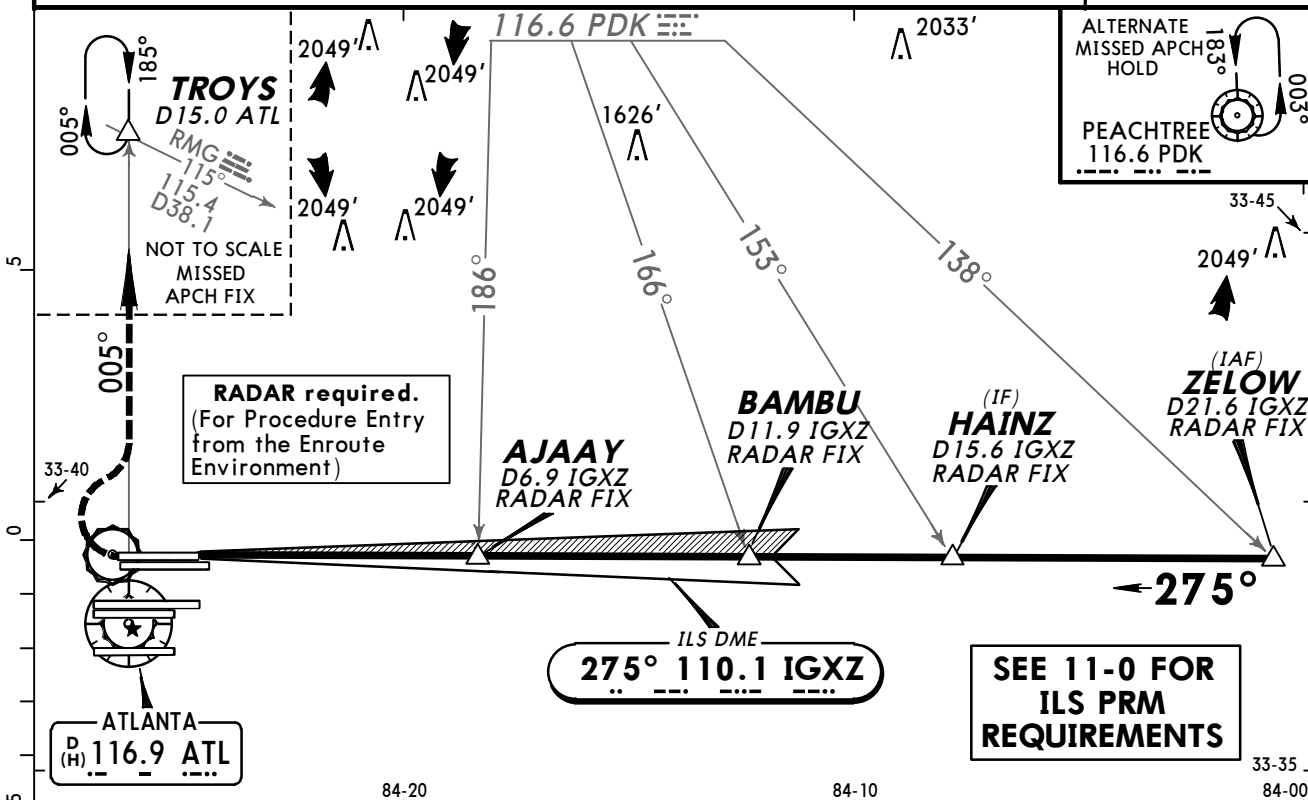
11-14

Eff 18 Sep

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

BRIEFING STRIP

D-ATIS Arrival	ATLANTA Approach (R)	ATLANTA Tower					Ground		
		Rwys 8L/26R	Rwys 8R/26L	Rwys 9L/27R	Rwys 9R/27L	Rwys 10/28	Rwys 8L/R, 26L/R	Rwys 9L/R, 27L/R	Rwys 10/28
119.65	127.9	119.1	125.32	123.85	119.3	119.5	121.9	121.75	121.65
Monitor Frequency 126.9									
LOC IGXZ 110.1	Final Apch Crs 275°	GS AJAAY 2700' (1710')	ILS DA(H) 1190' (200')	Apt Elev 1026'		TDZE 990'			
MISSED APCH: Climb to 1400' then climbing RIGHT turn to 3500' outbound on ATL VOR R-005 to TROYS 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 and RNAV PRM Rwy 27R or 27L or 28, or Rwys 27R and 28, or Rwys 27L and 28.									
3. See 11-0 for "Attention All Users of ILS Precision Runway Monitor (PRM)".									
4. Procedure not authorized when glide slope not available. 5. VGSI and ILS glidepath not coincident.									



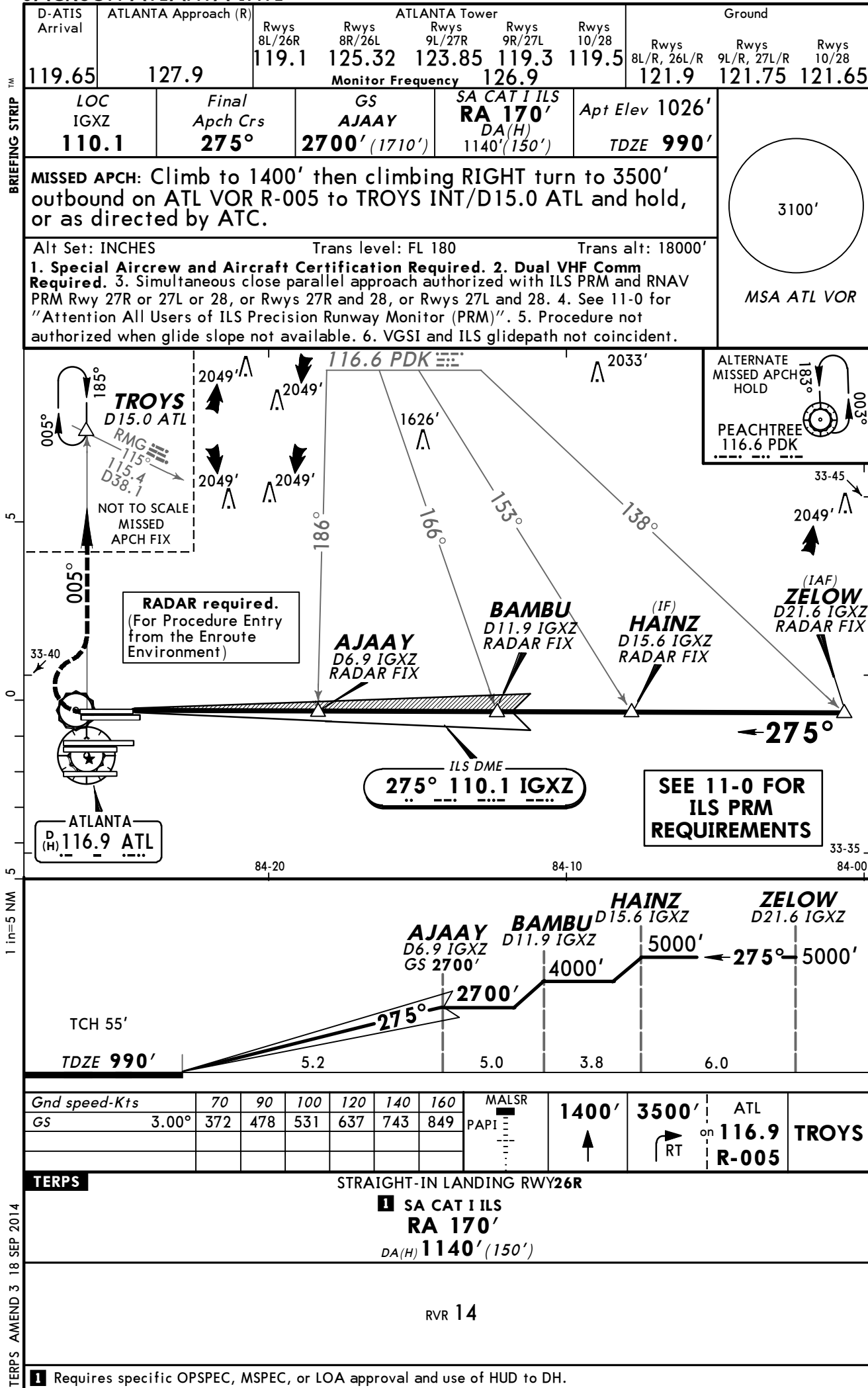
Gnd speed-Kts	70	90	100	120	140	160	MALSR	1400'	3500'	ATL	TROYS
GS	3.00°	372	478	531	637	743	849	PAPI	↑	RT	on 116.9 R-005

TERPS		STRAIGHT-IN LANDING RWY26R	
		ILS	
		DA(H) 1190' (200')	
FULL		TDZ or CL out	RAIL or ALS out
A	RVR 18 or ³ / ₈	1 RVR 24 or ¹ / ₂	RVR 40 or ³ / ₄
B			
C			
D			
1 RVR 18 with Flight Director or Autopilot or HUD to DA.			

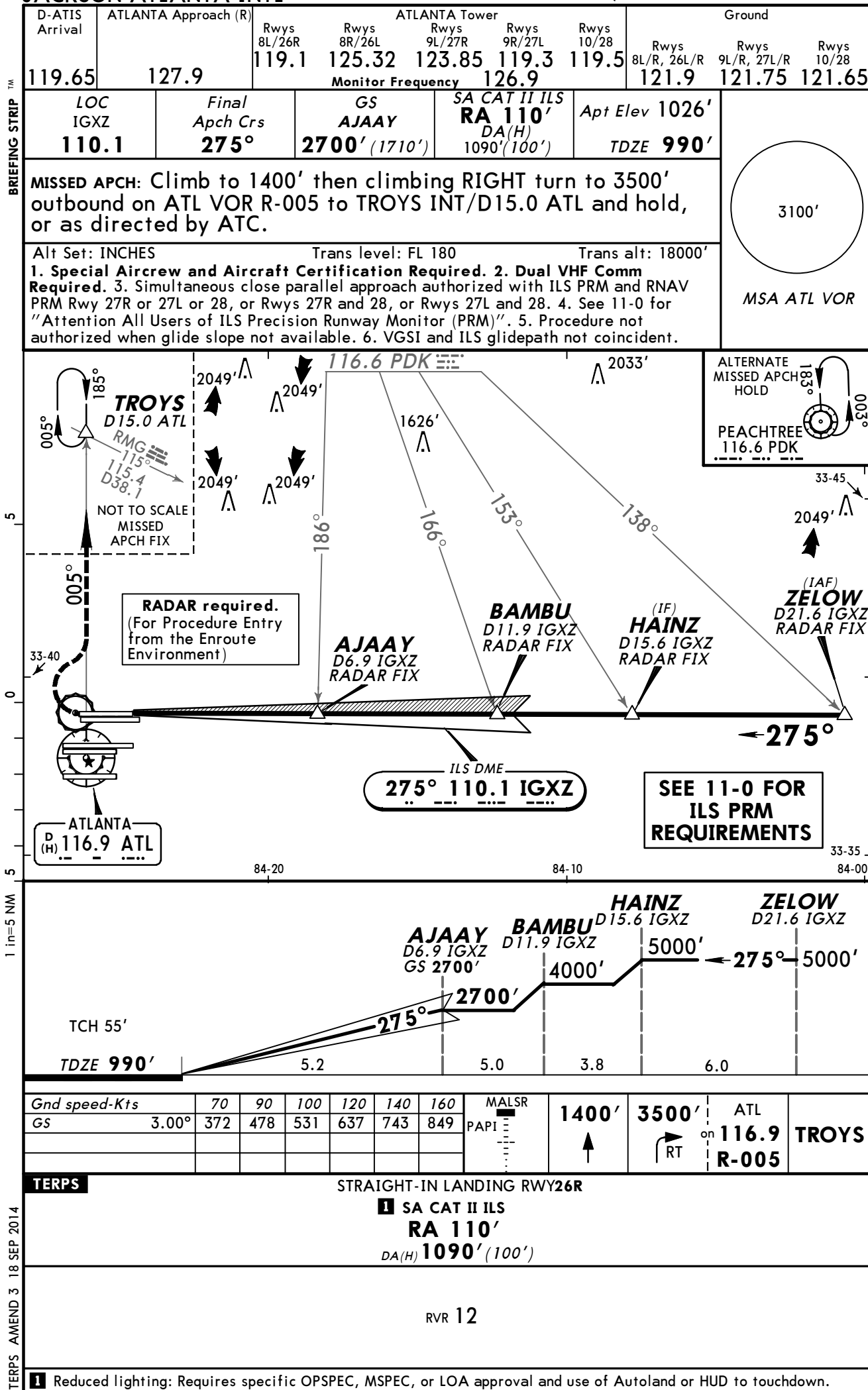
CHANGES: Procedure.

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TERPS AMEND 3 18 SEP 2014



KATL/ATL HARTSFIELD- JACKSON ATLANTA INTL 12 SEP 14 Eff 18 Sep JEPPesen 11-14B ILS PRM Rwy 26R SA CAT II ATLANTA, GA (SIMULTANEOUS CLOSE PARALLEL)

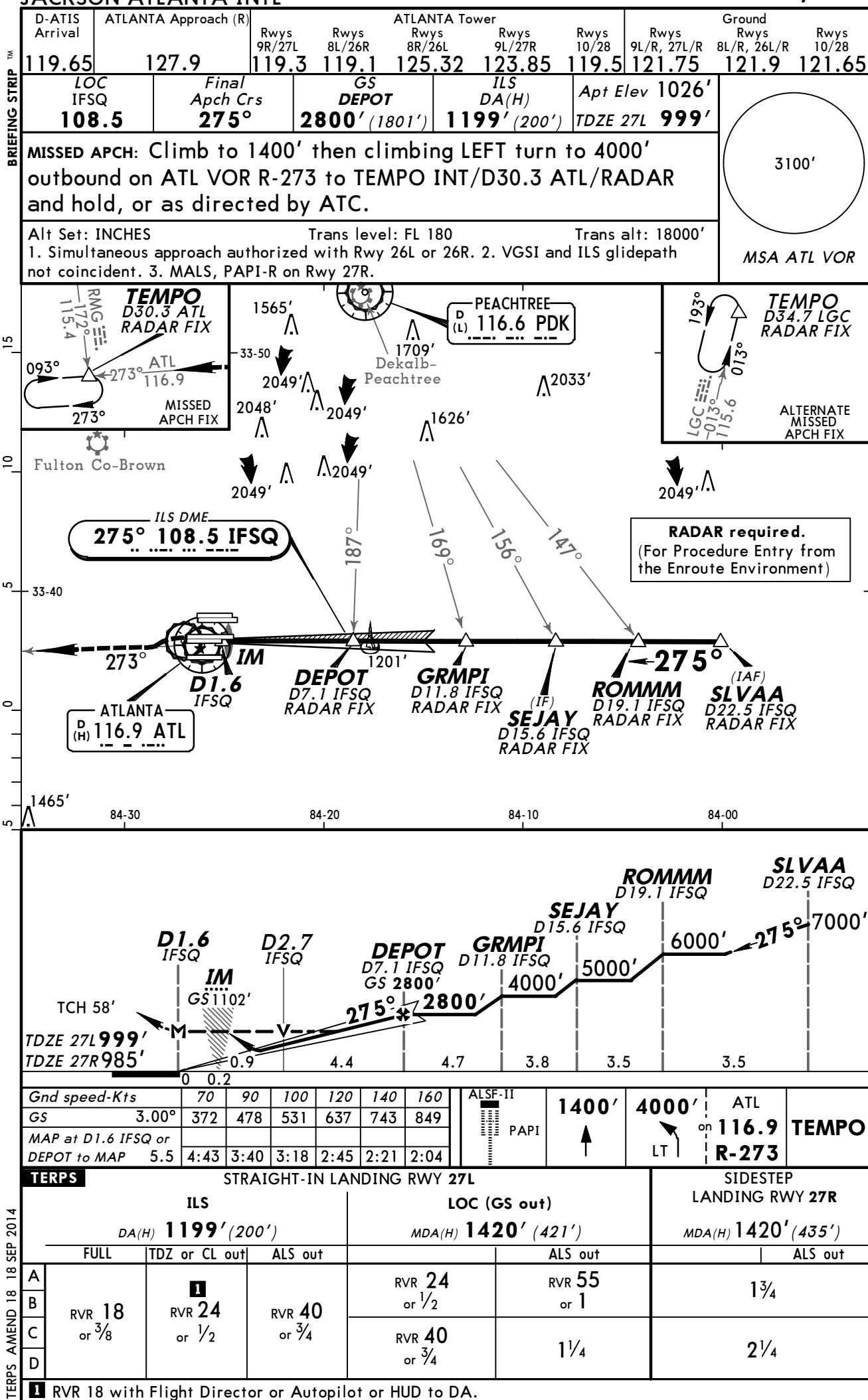


KATL/ATL HARTSFIELD- JACKSON ATLANTA INTL

12 SEP 14 **11-15** Eff 18 Sep

ATLANTA, GA

ILS or LOC Rwy 27L



KATL/ATL HARTSFIELD- JACKSON ATLANTA INTL

JEPPESEN

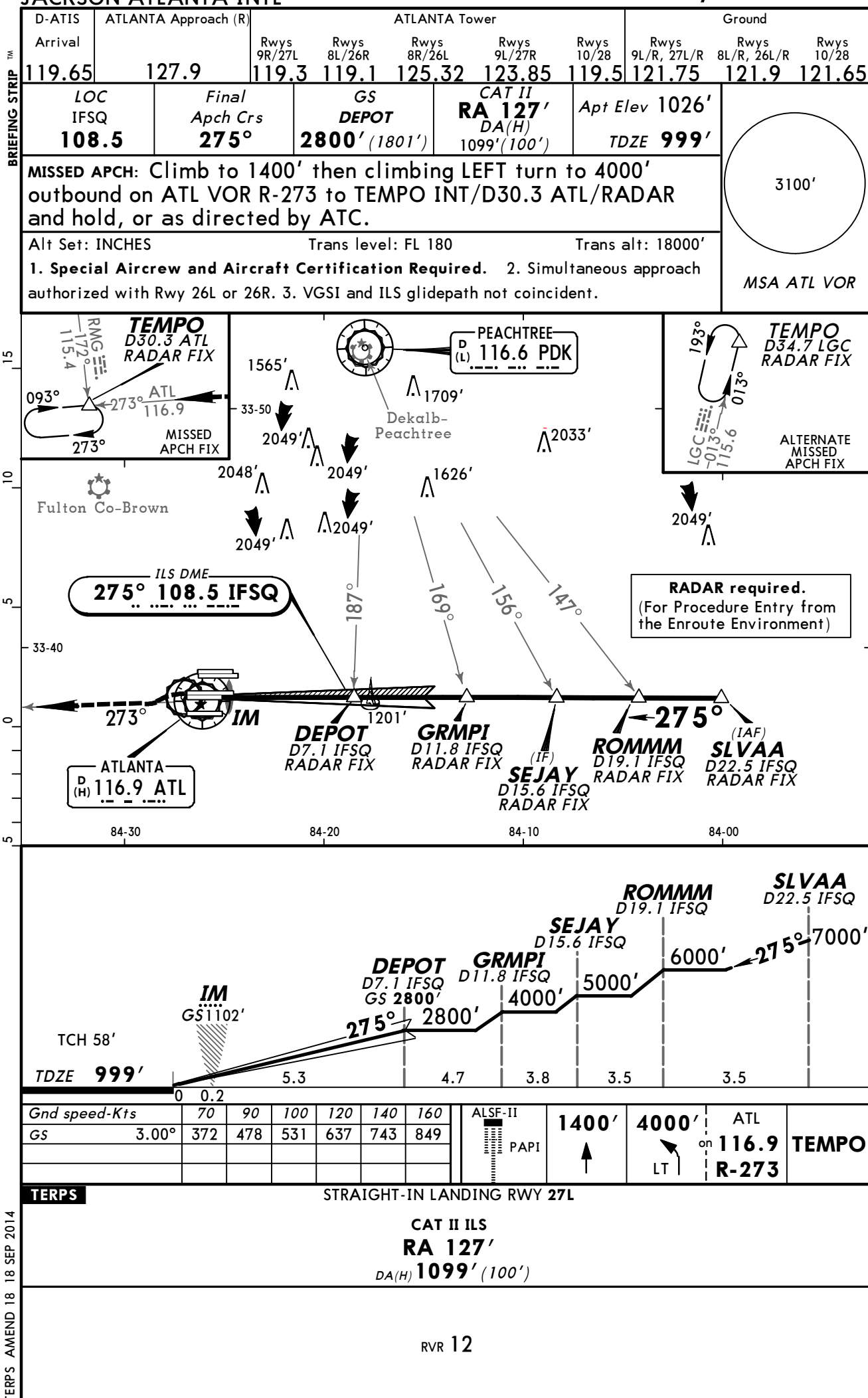
ATLANTA, GA

12 SEP 14

(11-15A)

Eff 18 Sep

ILS Rwy 27L CAT II

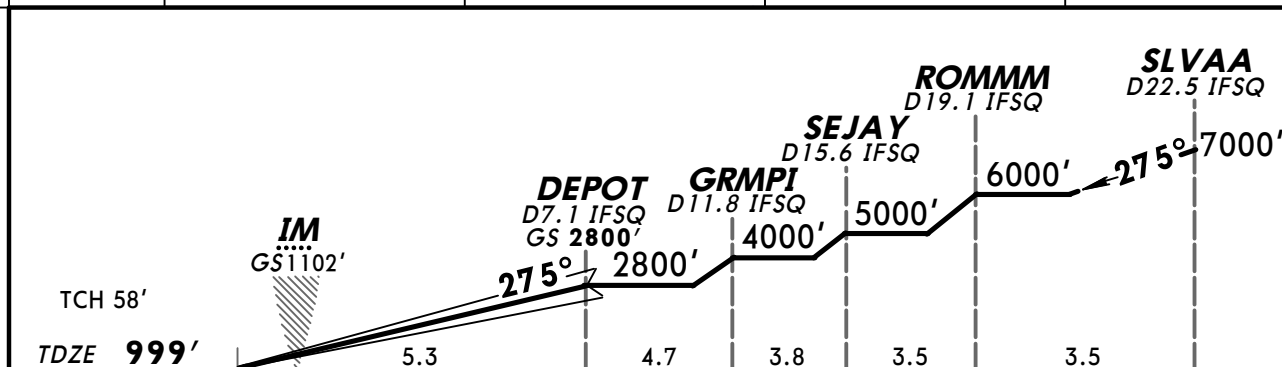
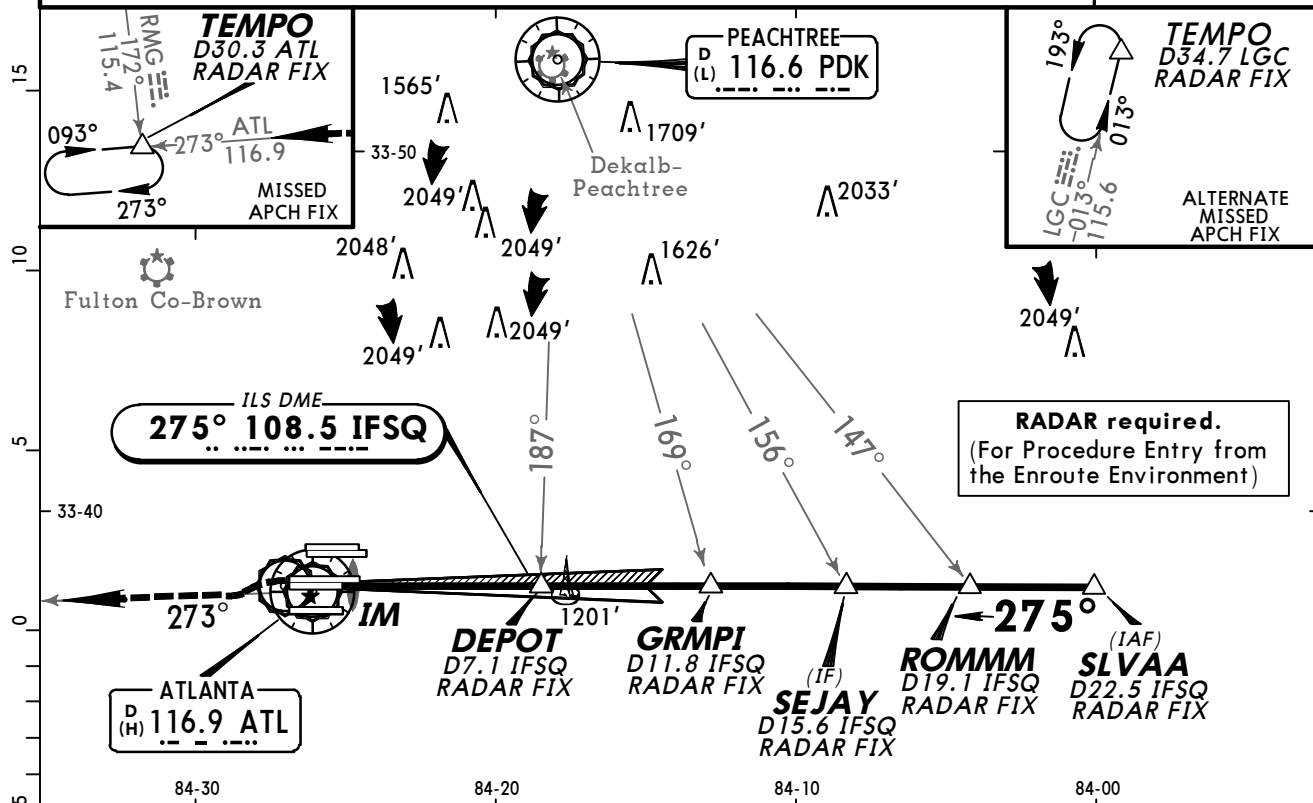


CHANGES: Procedure.

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TERPS AMEND 18 18 SEP 2014

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 IFSQ 108.5		Final Apch Crs 275°		GS DEPOT 2800' (1801')		SA CAT I ILS RA 214' DA(H) 1149' (150')		Apt Elev 1026' TDZE 999'		3100' MSA ATL VOR	
	MISSED APCH: Climb to 1400' then climbing LEFT turn to 4000' outbound on ATL VOR R-273 to TEMPO INT/D30.3 ATL/RADAR and hold, or as directed by ATC.											
	Alt Set: INCHES											



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II PAPI 1400' 4000' ATL ↑ LT on 116.9 TEMPO R-273
GS	3.00°	372	478	531	637	743	

TERPS STRAIGHT-IN LANDING RWY 27L
1 SA CAT I ILS
RA 214'
 DA(H) 1149' (150')

RVR 14

1 Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DH.

CHANGES: Procedure.

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KATL/ATL HARTSFIELD- JACKSON ATLANTA INTL

12 SEP 14

11-16

Eff 18 Sep

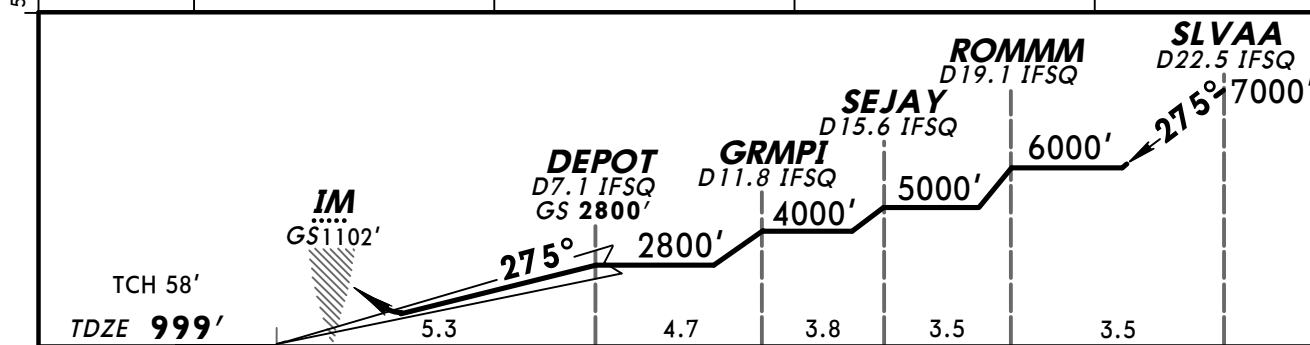
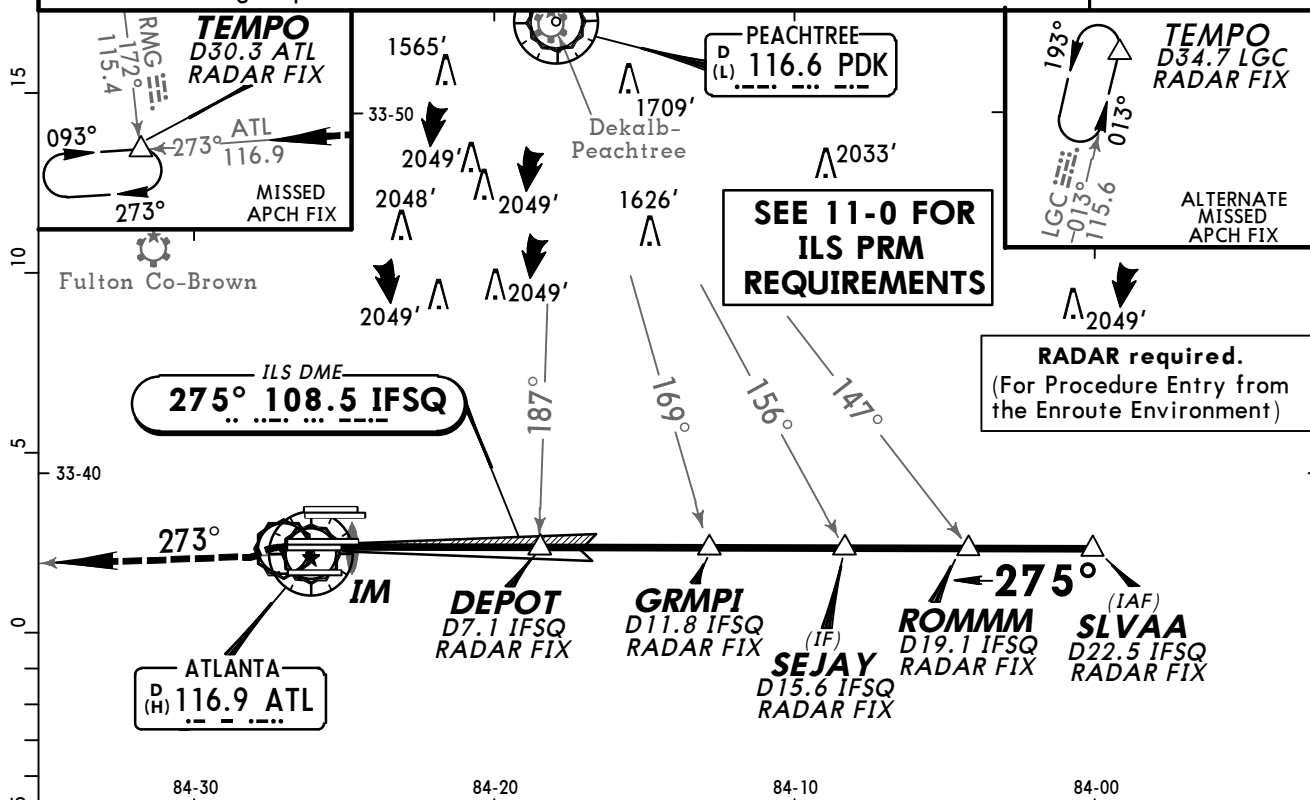
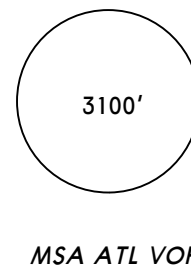
ATLANTA, GA
ILS PRM Rwy 27L
(SIMULTANEOUS CLOSE PARALLEL)

D-ATIS Arrival	ATLANTA Approach (R)	Rwys 9R/27L	Rwys 8L/26R	ATLANTA Tower Rwys 8R/26L	Rwys 9L/27R	Rwys 10/28	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	TDZE
108.5	275°	2800' (1801')	1199' (200')	1026'	999'

MISSED APCH: Climb to 1400' then climbing LEFT turn to 4000' outbound on ATL VOR R-273 to TEMPO INT/D30.3 ATL/RADAR 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 and RNAV PRM Rwy 26R or 26L or 28, or Rwys 26R and 28, or Rwys 26L and 28. 3. See 11-0 for "Attention All Users of ILS Precision Runway Monitor (PRM)". 4. Procedure not authorized when glide slope not available. 5. VGSI and ILS glidepath not coincident.



Gnd speed-Kts	70	90	100	120	140	160	ALSFI-II	1400'	4000'	ATL	TEMPO
GS	3.00°	372	478	531	637	849	PAPI	↑	LT	on 116.9	R-273

TERPS			STRAIGHT-IN LANDING RWY 27L		
			ILS DA(H) 1199' (200')		
FULL		TDZ or CL out		ALS out	
A					
B					
C	RVR 18 or ³ / ₈		RVR 24 or ¹ / ₂		RVR 40 or ³ / ₄
D					

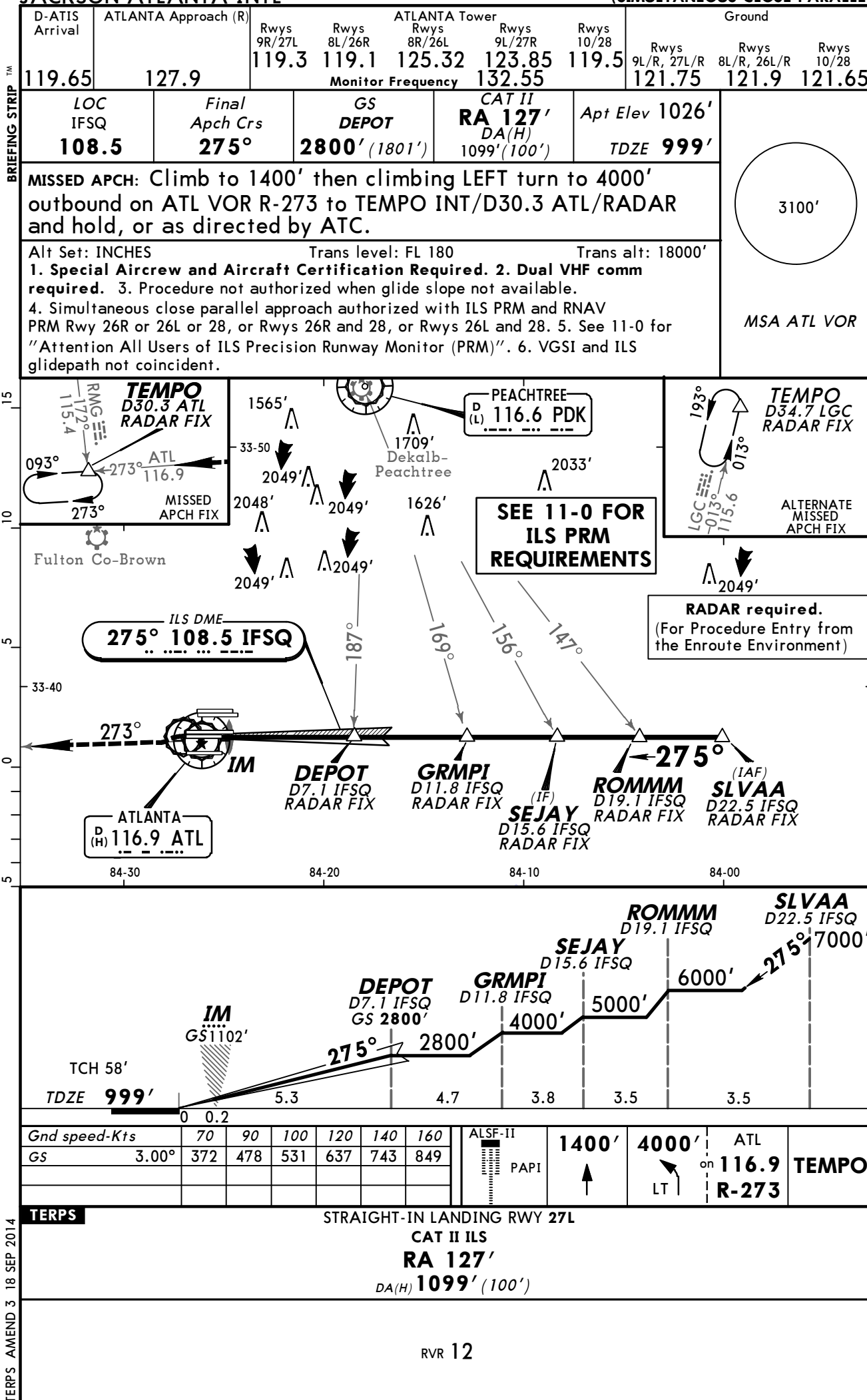
RVR 18 with Flight Director or Autopilot or HUD to DA.

CHANGES: Procedure.

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TERPS AMEND 3 18 SEP 2014

KATL/ATL HARTSFIELD- JACKSON ATLANTA INTL 12 SEP 14 Eff 18 Sep 11-16A ILS PRM Rwy 27L CAT II (SIMULTANEOUS CLOSE PARALLEL) ATLANTA, GA



TERPS AMEND 3 18 SEP 2014

KATL/ATL HARTSFIELD- JACKSON ATLANTA INTL

12 SEP 14

Eff 18 Sep

11-16B

ILS PRM Rwy 27L SA CAT I

(SIMULTANEOUS CLOSE PARALLEL)

BRIEFING STRIP™

D-ATIS Arrival	ATLANTA Approach (R)	Rwys 9R/27L	Rwys 8L/26R	ATLANTA Tower Rwys 8R/26L	Rwys 9L/27R	Rwys 10/28	Ground Rwys 9L/R, 27L/R	Rwys 8L/R, 26L/R	Rwys 10/28
119.65	127.9	119.3	119.1	125.32	123.85	119.5	121.75	121.9	121.65
Monitor Frequency 132.55									

LOC IFSQ 108.5	Final Apch Crs 275°	GS DEPOT 2800' (1801')	SA CAT I ILS RA 214' DA(H) 1149' (150')	Apt Elev 1026' TDZE 999'
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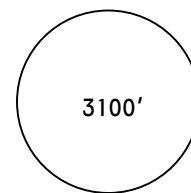
MISSED APCH: Climb to 1400' then climbing LEFT turn to 4000' outbound on ATL VOR R-273 to TEMPO INT/D30.3 ATL/RADAR and hold, or as directed by ATC.

Alt Set: INCHES

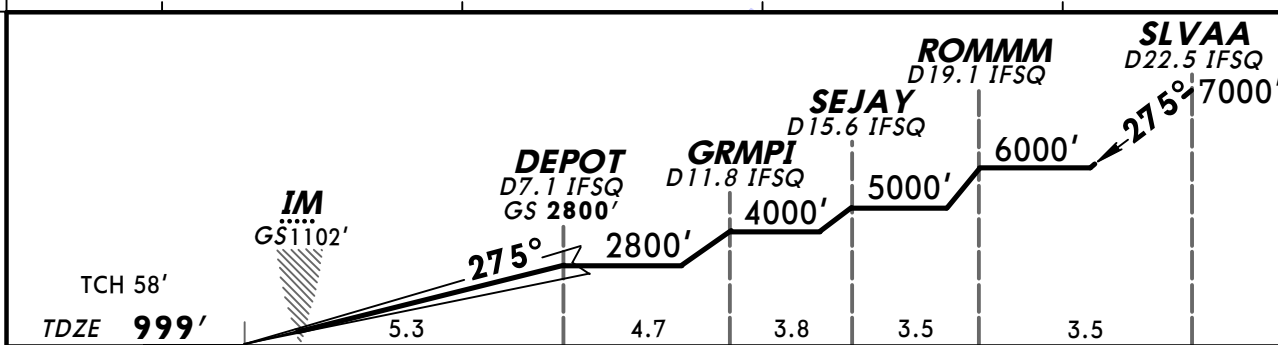
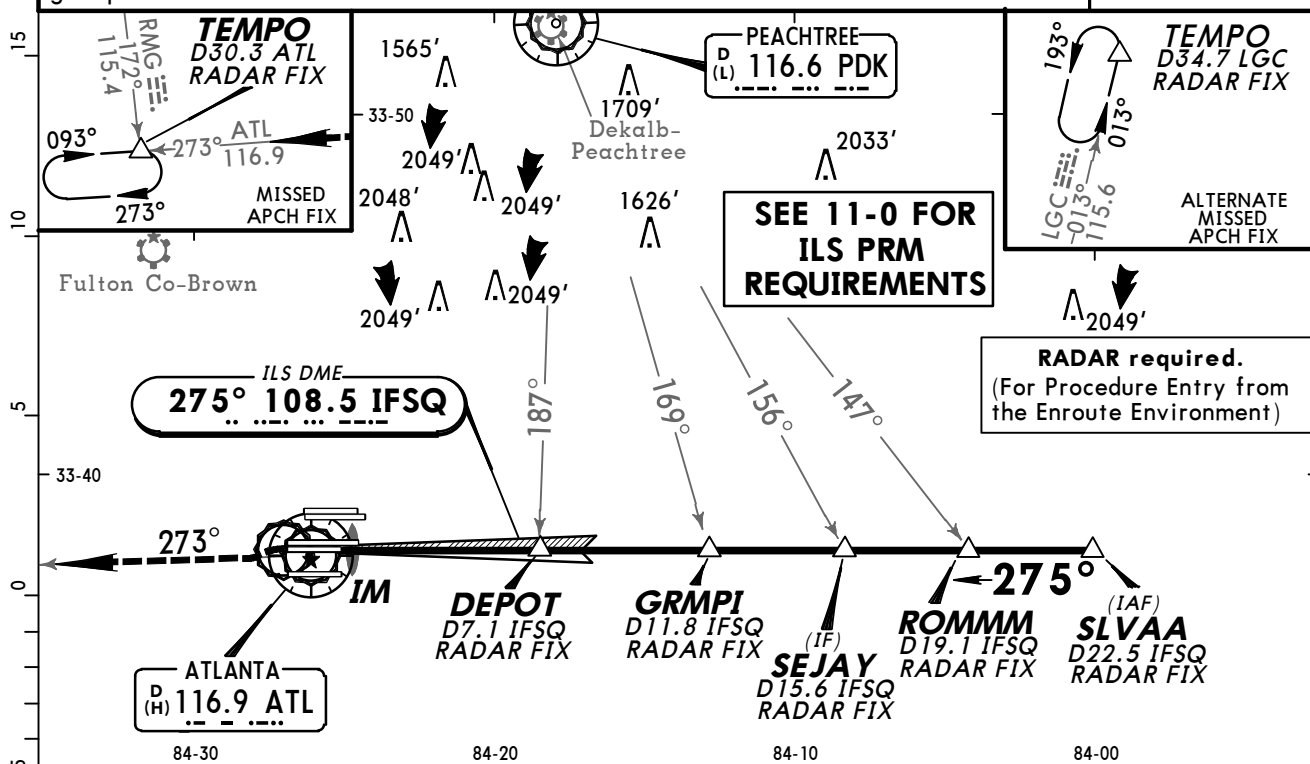
Trans level: FL 180

Trans alt: 18000'

1. **Special Aircrew and Aircraft Certification Required.** 2. **Dual VHF comm required.** 3. Procedure not authorized when glide slope not available. 4. Simultaneous close parallel approach authorized with ILS PRM and RNAV PRM Rwy 26R or 26L or 28, or Rwys 26R and 28, or Rwys 26L and 28. 5. See 11-0 for "Attention All Users of ILS Precision Runway Monitor (PRM)". 6. VGSI and ILS glidepath not coincident.



MSA ATL VOR



Gnd speed-Kts	70	90	100	120	140	160	ALSIF-II	1400'	4000'	ATL	TEMPO
GS	3.00°	372	478	531	637	849	PAPI	↑	LT	on 116.9	R-273

TERPS

STRAIGHT-IN LANDING RWY 27L

SA CAT I ILS
RA 214'
DA(H) 1149' (150')

RVR 14

1 Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DH.

CHANGES: Procedure.

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TERPS AMEND 3 18 SEP 2014

KATL/ATL

HARTSFIELD-
JACKSON ATLANTA INTL

12 SEP 14

11-17

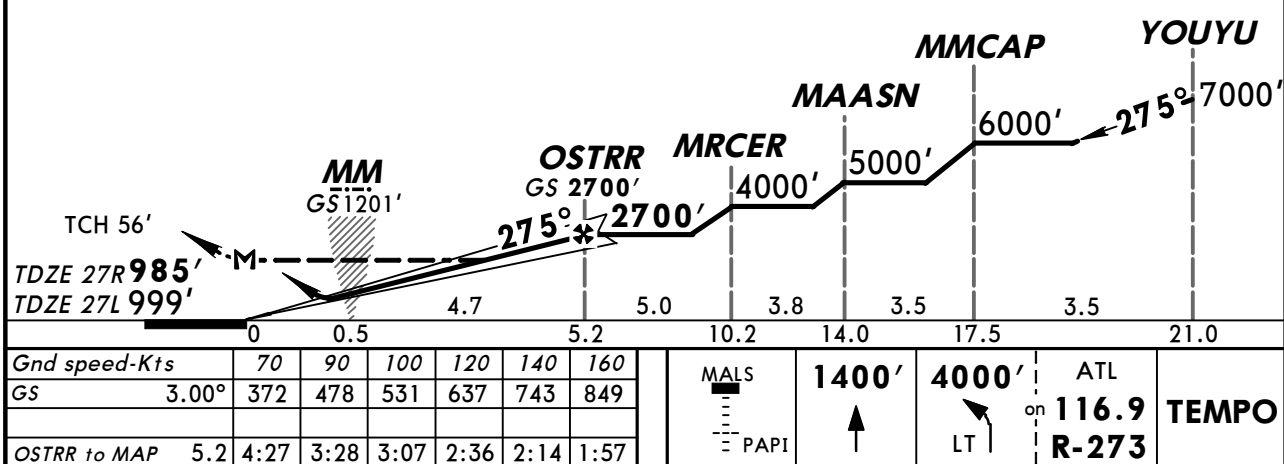
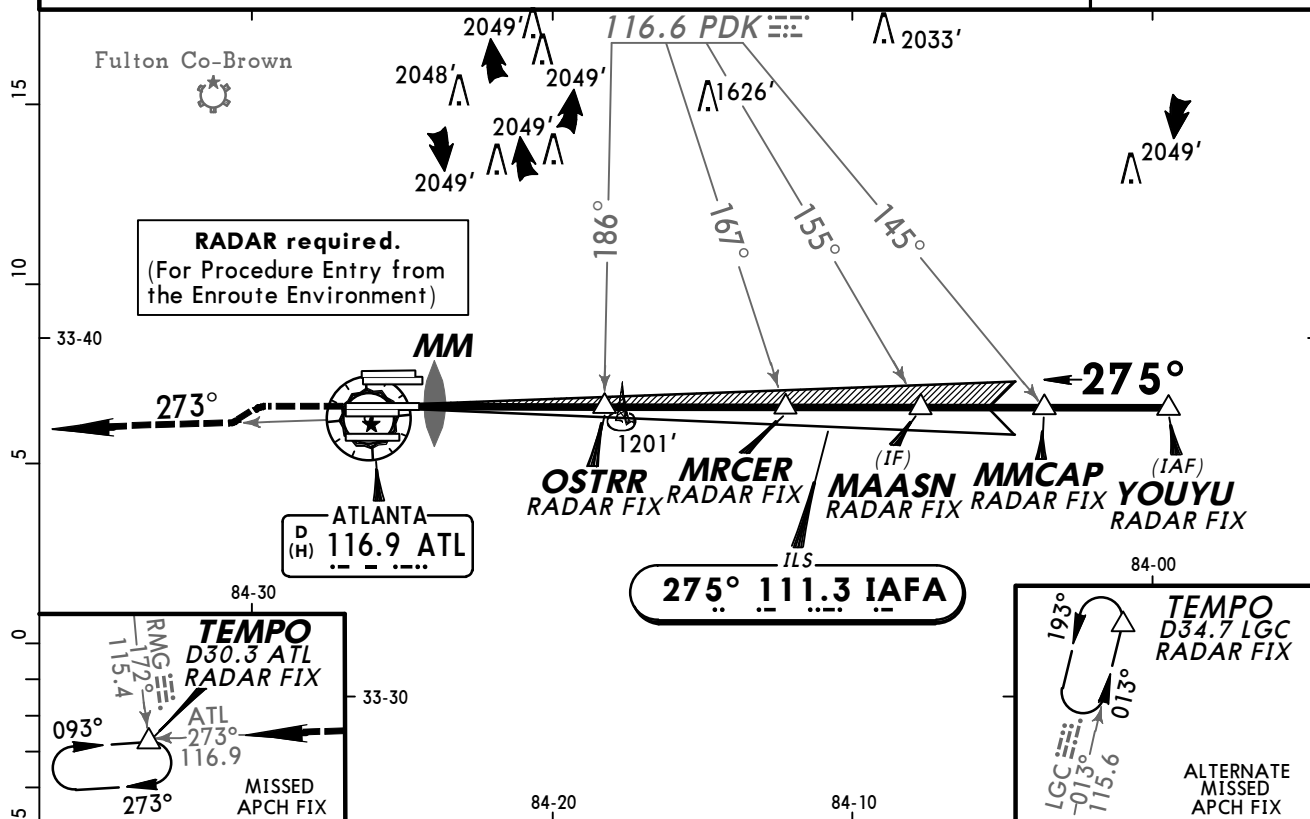
Eff 18 Sep

ILS or LOC Rwy 27R

ATLANTA, GA

BRIEFING STRIP

D-ATIS Arrival	ATLANTA Approach (R)	ATLANTA Tower					Ground		
		Rwys 9L/27R	Rwys 8L/26R	Rwys 8R/26L	Rwys 9R/27L	Rwys 10/28	Rwys 9L/R, 27L/R	Rwys 8L/R, 26L/R	Rwys 10/28
119.65	127.9	123.85	119.1	125.32	119.3	119.5	121.75	121.9	121.65
LOC IAFA 111.3	Final Apch Crs 275°	GS OSTRR 2700' (1715')	ILS DA(H) 1185' (200')	Apt Elev 1026'		TDZE 27R 985'			
MISSED APCH: Climb to 1400' then climbing LEFT turn to 4000' outbound on ATL VOR R-273 to TEMPO INT/D30.3 ATL/RADAR and hold, or as directed by ATC.							3100'		
Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'				MSA ATL VOR	
1. Simultaneous approach authorized with Rwy 26R or 26L or 28, or Rwys 26R and 28. 2. VGSI and ILS glidepath not coincident. 3. ALSF-II, PAPI-R on Rwy 27L.									



TERPS STRAIGHT-IN LANDING RWY 27R				SIDESTEP LANDING RWY 27L	
ILS		LOC (GS out)		MDA(H) 1420' (421')	
DA(H) 1185' (200')		MDA(H) 1420' (435')		ALS out	
FULL		ALS out		ALS out	
A		RVR 40 or 3/4		RVR 55 or 1	
B		RVR 55 or 1		1 3/8	
C		RVR 40 or 3/4		1 1/2	
D		RVR 55 or 1			

CHANGES: Procedure.

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TERPS AMEND 6 18 SEP 2014

KATL/ATL

HARTSFIELD-
JACKSON ATLANTA INTL

12 SEP 14

(11-18)

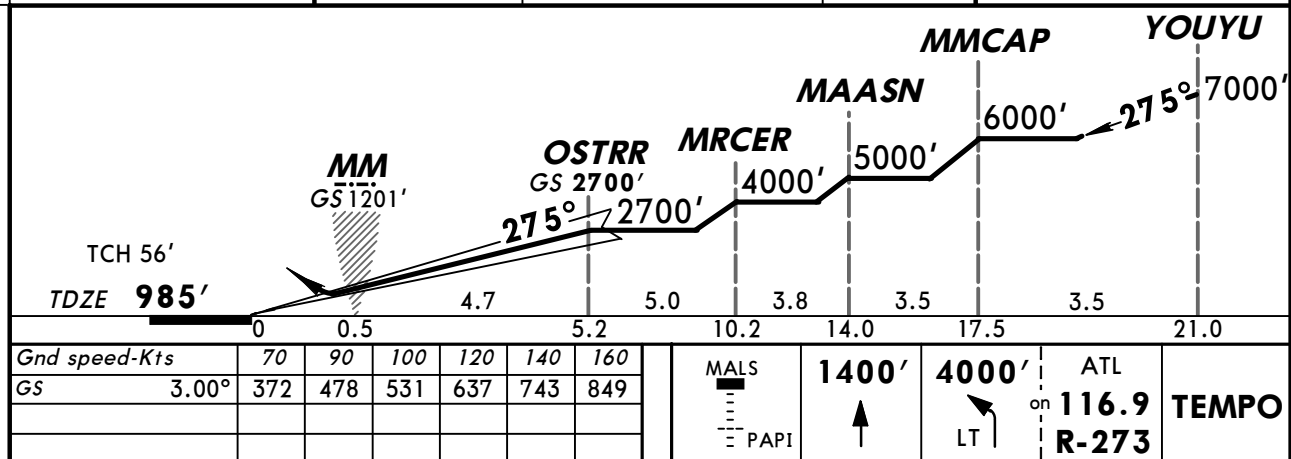
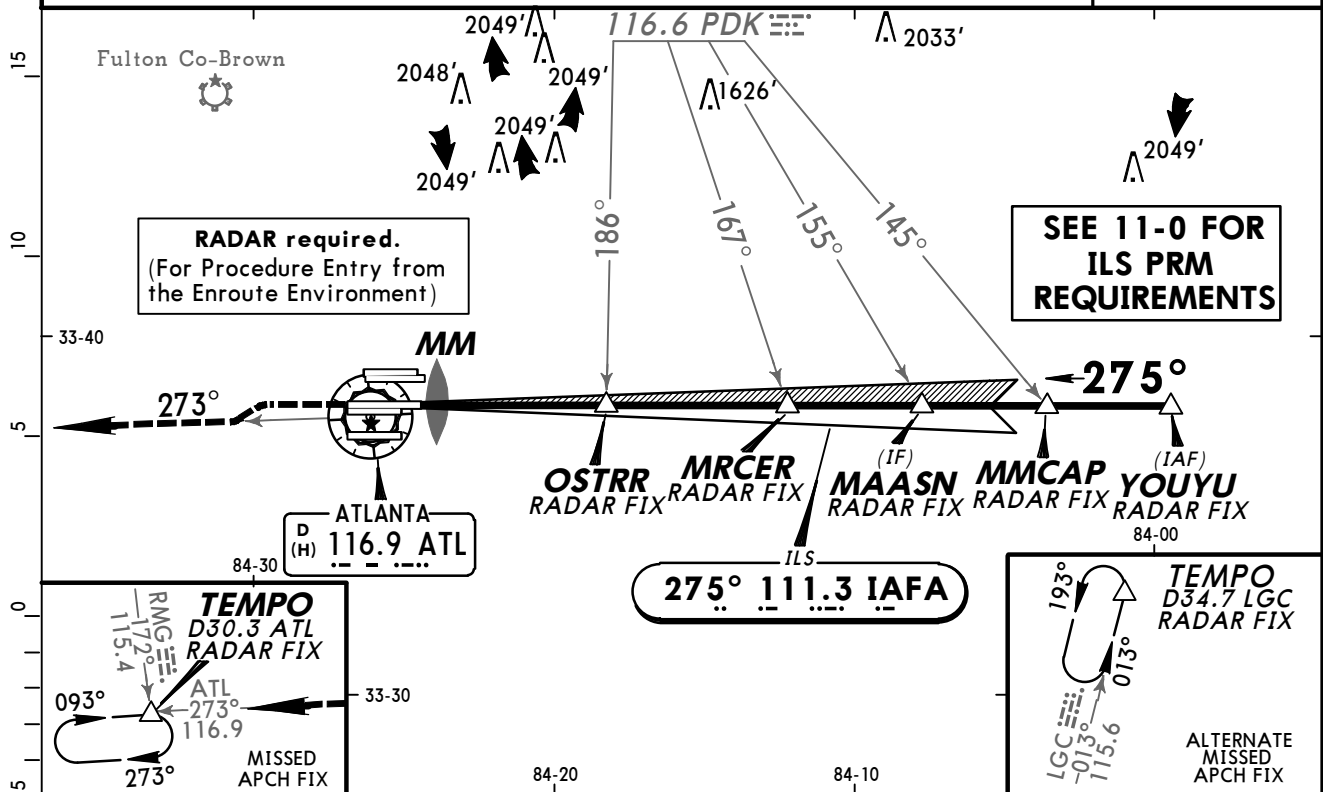
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ATLANTA, GA

ILS PRM Rwy 27R
(SIMULTANEOUS CLOSE PARALLEL)

BRIEFING STRIP™	D-ATIS Arrival	ATLANTA Approach (R)	ATLANTA Tower					Ground		
			Rwys 9L/27R	Rwys 8L/26R	Rwys 8R/26L	Rwys 9R/27L	Rwys 10/28	Rwys 9L/R, 27L/R	Rwys 8L/R, 26L/R	Rwys 10/28
	119.65	127.9	123.85	119.1	125.32	119.3	119.5	121.75	121.9	121.65
	Monitor Frequency						132.55			
	LOC IAF	Final Apch Crs	GS OSTRR	ILS DA(H)	Apt Elev	1026'	3100' MSA ATL VOR			
	111.3	275°	2700' (1715')	1185' (200')	TDZE	985'				
	MISSED APCH: Climb to 1400' then climbing LEFT turn to 4000' outbound on ATL VOR R-273 to TEMPO INT/D30.3 ATL/RADAR 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 and RNAV PRM Rwy 26R or 26L or 28, or Rwys 26R and 28, or Rwys 26L and 28. 3. See 11-0 for "Attention All Users of ILS Precision Runway Monitor (PRM)". 4. Procedure not authorized when glide slope not available. 5. VGSI and ILS glidepath not coincident.										



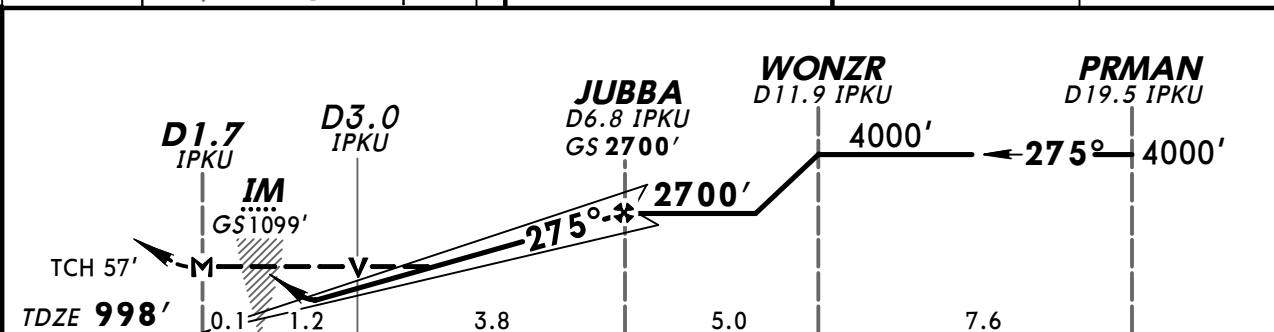
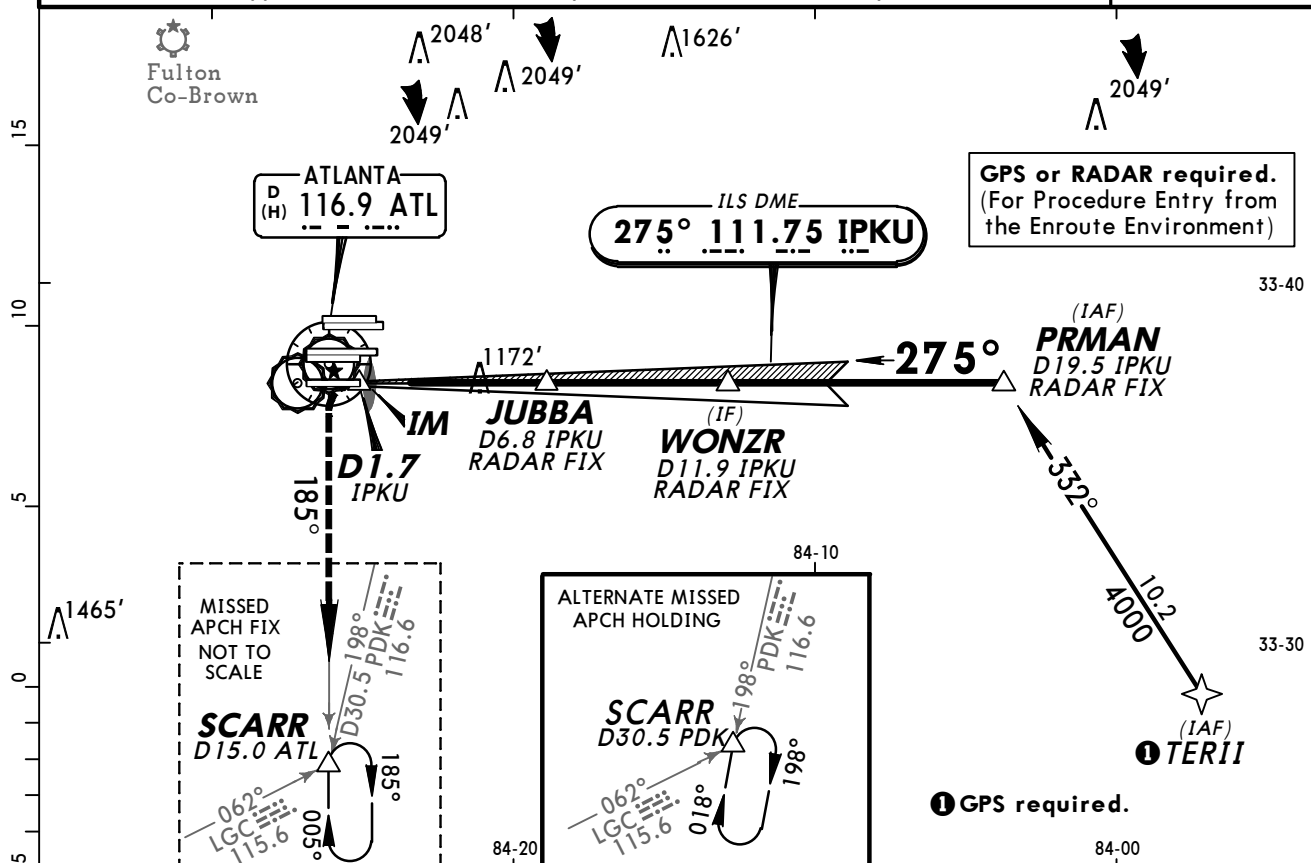
TERPS		STRAIGHT-IN LANDING RWY27R	
		ILS	
		DA(H) 1185' (200')	
		FULL	
		ALS out	

A		
B		
C		
D		

RVR 40 or 3/4

BRIEFING STRIP™

D-ATIS Arrival	ATLANTA Approach (R)	ATLANTA Tower					Ground		
		Rwys 10/28	Rwys 8L/26R	Rwys 8R/26L	Rwys 9L/27R	Rwys 9R/27L	Rwys 10/28	8L/R, 26L/R	9L/R, 27L/R
119.65	127.9	119.5	119.1	125.32	123.85	119.31	121.65	121.9	121.75
LOC IPKU 111.75		Final Apch Crs 275°		GS JUBBA 2700'(1702')		ILS DA(H) 1198'(200')		Apt Elev 1026' TDZE 998'	
MISSED APCH: Climb to 1400' then climbing LEFT turn to 3000' on ATL VOR R-185 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. DME or RADAR required. 2. Simultaneous approach authorized with Rwy 26R or 26L or 27R, or Rwys 26R and 27R.									



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II	1400'	3000'	ATL	SCARR
GS 3.00°	372	478	531	637	743	849		↑	← LT	on 116.9	
MAP at D1.7 IPKU or JUBBA to MAP 5.2	4:27	3:28	3:07	2:36	2:14	1:57				R-185	

TERPS					STRAIGHT-IN LANDING RWY 28				
ILS					LOC (GS out)				
DA(H) 1198' (200')					MDA(H) 1480' (482')				
FULL		TDZ or CL out		ALS out			ALS out		
A							RVR 24 or 1/2		RVR 55 or 1
B									
C	RVR 18 or 3/8		1 RVR 24 or 1/2	RVR 40 or 3/4					
D							RVR 50 or 1		1 3/8

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

KATL/ATL HARTSFIELD- JACKSON ATLANTA INTL

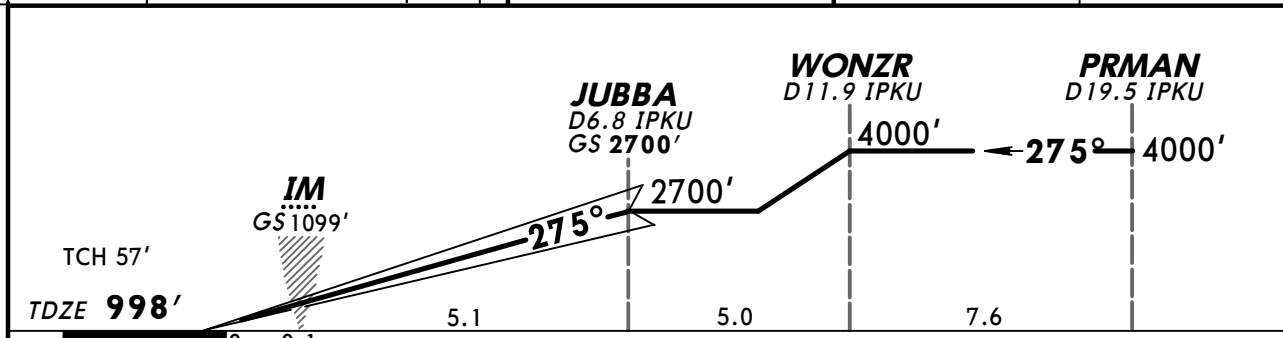
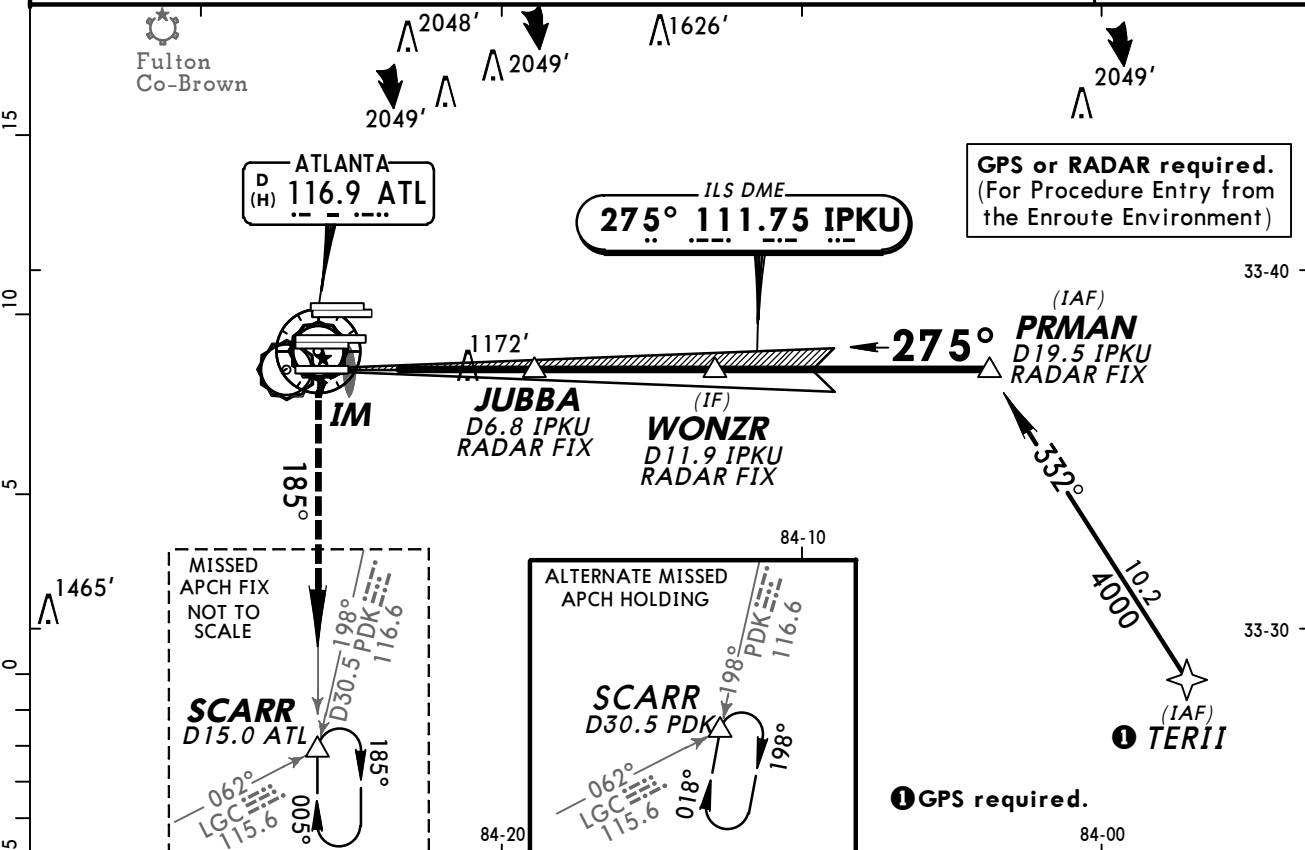
12 SEP 14

11-19AA

Eff 18 Sep

ATLANTA, GA
ILS Rwy 28 CAT II

BRIEFING STRIP™	D-ATIS Arrival	ATLANTA Approach (R)	ATLANTA Tower					Ground		
			Rwys 10/28	Rwys 8L/26R	Rwys 8R/26L	Rwys 9L/27R	Rwys 9R/27L	Rwys 10/28	Rwys 8L/R, 26L/R	Rwys 9L/R, 27L/R
	119.65	127.9	119.5	119.1	125.32	123.85	119.31	121.65	121.9	121.75
	LOC IPKU 111.75	Final Apch Crs 275°	GS JUBBA 2700' (1702')	CAT II ILS RA 188' DA(H) 1098'(100')		Apt Elev 1026' TDZE 998'		3100' MSA ATL VOR		
	MISSED APCH: Climb to 1400' then climbing LEFT turn to 3000' on ATL VOR R-185 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. DME or RADAR required. 3. Simultaneous approach authorized with Rwy 26R or 26L or 27R, or Rwys 26R and 27R.									



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II		1400'	3000'	ATL	SCARR
GS 3.00°	372	478	531	637	743	849			↑	←	on 116.9 R-185	

TERPS	STRAIGHT-IN LANDING RWY 28											
CAT II ILS RA 188' DA(H) 1098' (100')												
RVR 12												

TERPS AMEND 4 18 SEP 2014

CHANGES: Procedure.

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KATL/ATL

HARTSFIELD-

JACKSON ATLANTA INTL

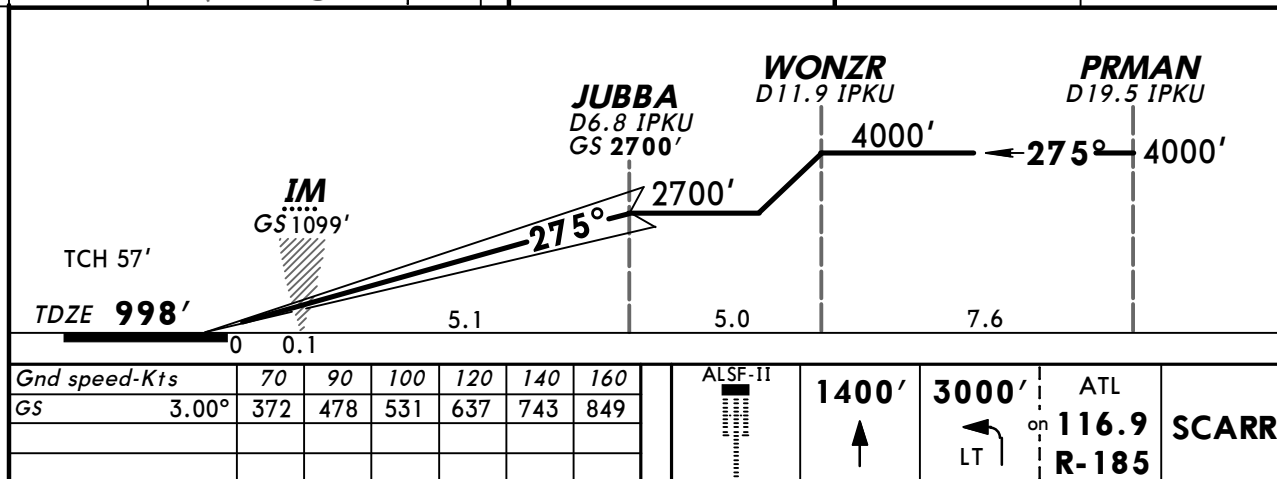
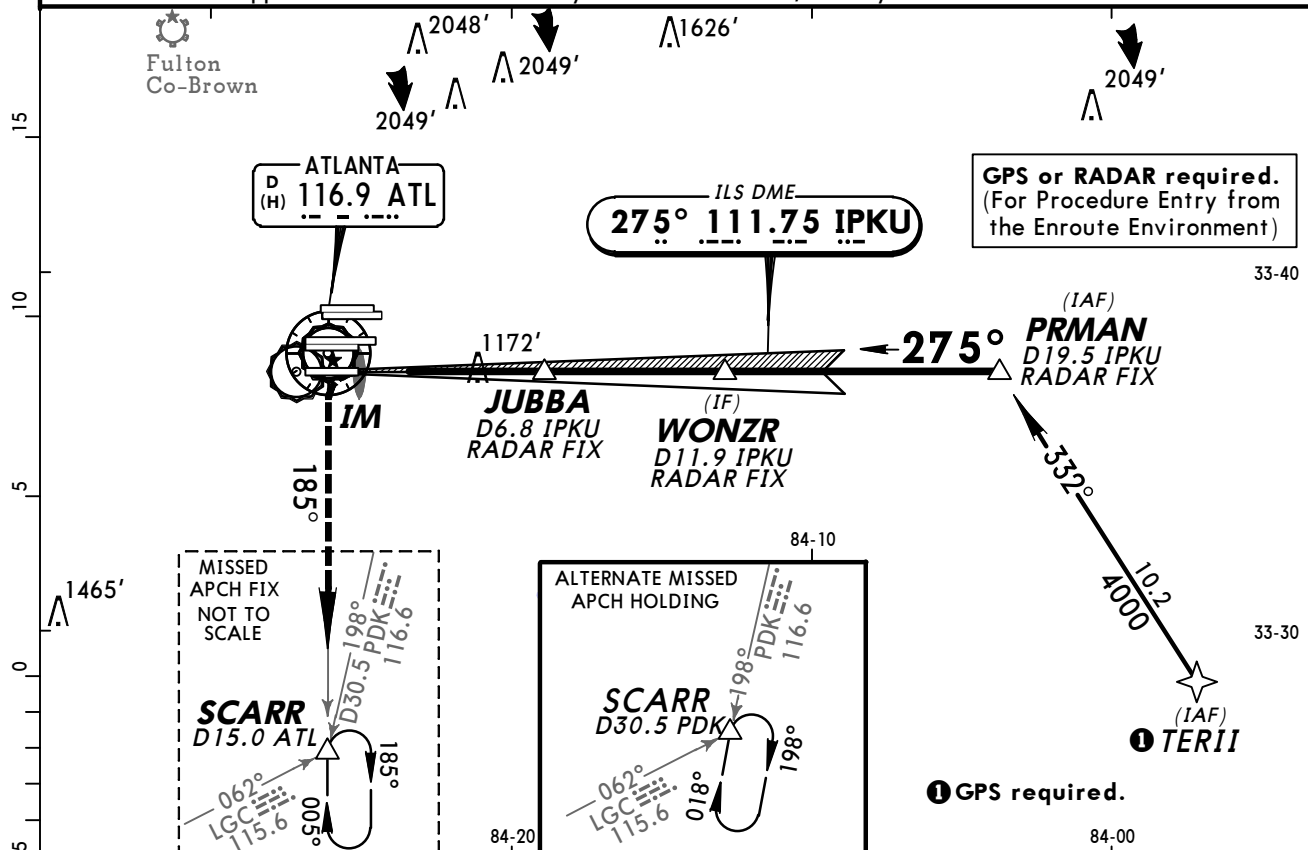
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12 SEP 14
Eff 18 Sep

11-19BB

ATLANTA, GA
ILS Rwy 28 SA CAT I

BRIEFING STRIP™	D-ATIS Arrival	ATLANTA Approach (R)	ATLANTA Tower					Ground				
			Rwys 10/28	Rwys 8L/26R	Rwys 8R/26L	Rwys 9L/27R	Rwys 9R/27L	Rwys 10/28	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 111.75	Final Apch Crs 275°	GS JUBBA 2700' (1702')	SA CAT I ILS RA 264' DA(H) 1148'(150')		Apt Elev 1026' TDZE 998'		3100' MSA ATL VOR				
	MISSED APCH: Climb to 1400' then climbing LEFT turn to 3000' on ATL VOR R-185 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. DME or RADAR required.											
3. Simultaneous approach authorized with Rwy 26R or 26L or 27R, or Rwys 26R and 27R.												



TERPS						
STRAIGHT-IN LANDING RWY 28						
1 SA CAT I ILS						
RA 264'						
DA(H) 1148' (150')						

RVR 14

1 Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DH.

CHANGES: Procedure.

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KATL/ATL HARTSFIELD- JACKSON ATLANTA INTL

12 SEP 14

11-20

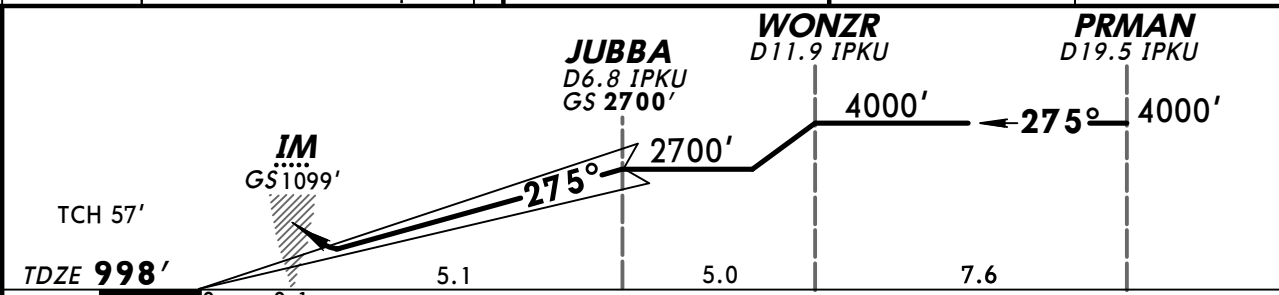
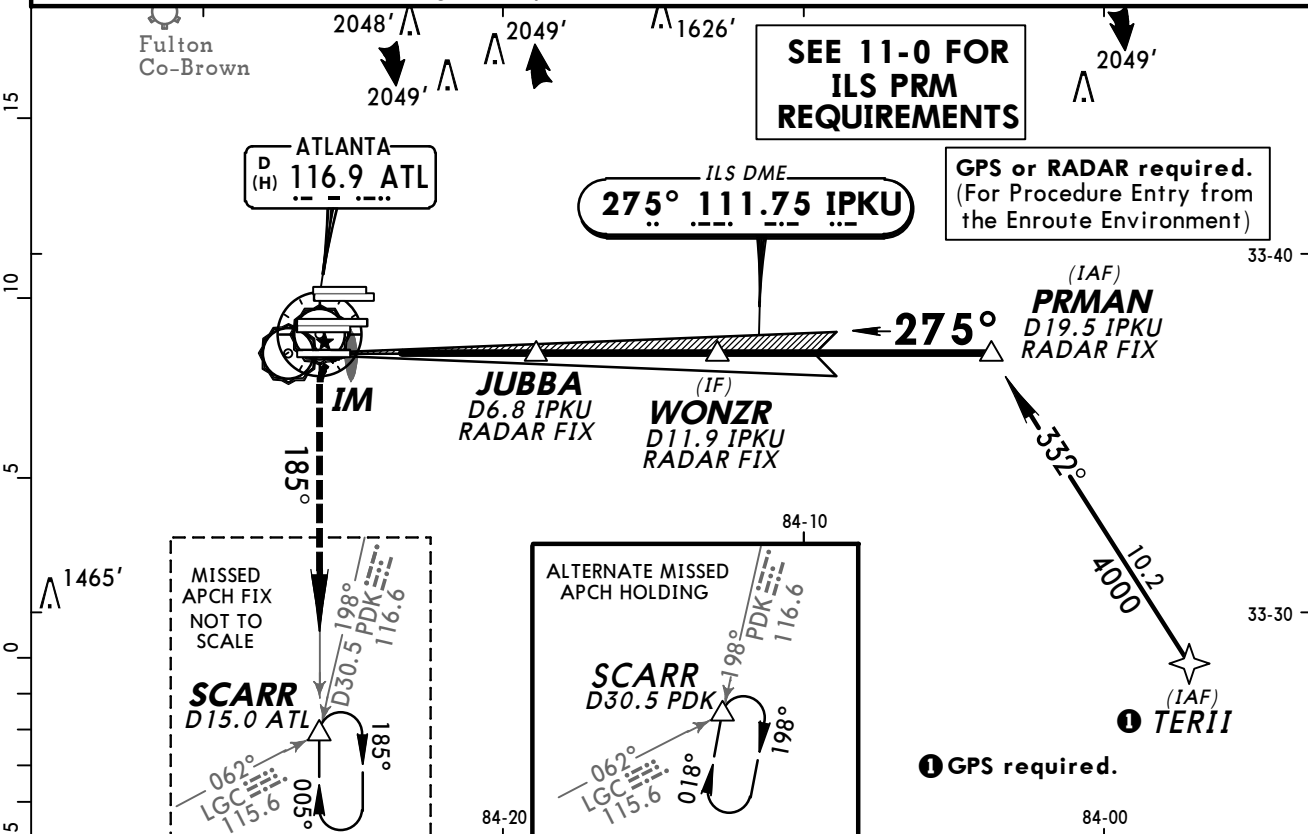
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ATLANTA, GA
ILS PRM Rwy 28
(SIMULTANEOUS CLOSE PARALLEL)

BRIEFING STRIP

D-ATIS Arrival	ATLANTA Approach (R)	ATLANTA Tower					Ground		
		Rwys 10/28	Rwys 8L/26R	Rwys 8R/26L	Rwys 9L/27R	Rwys 9R/27L	Rwys 10/28	Rwys 8L/R, 26L/R	Rwys 9L/R, 27L/R
119.65	127.9	119.5	119.1	125.32	123.85	119.3	121.65	121.9	121.75
Monitor Frequency									
LOC IPKU 111.75		Final Apch Crs 275°		GS JUBBA 2700' (1702')		ILS DA(H) 1198' (200')		Apt Elev 1026' TDZE 998'	
MISSED APCH: Climb to 1400' then climbing LEFT turn to 3000' on ATL VOR R-185 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 and RNAV PRM Rwy 26R or 26L or 27R or 27L, or Rwys 26R and 27R, or Rwys 26R and 27L, or Rwys 26L and 27R, or Rwys 26L and 27L. 3. See 11-0 for "Attention All Users of ILS Precision Runway Monitor (PRM)". 4. Procedure not authorized when glide slope not available.									



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II	1400'	3000'	ATL	SCARR
GS	3.00°	372	478	531	637	743	849	↑	← LT	on 116.9 R-185	

TERPS			STRAIGHT-IN LANDING RWY 28		
			ILS		
			DA(H) 1198' (200')		
			FULL TDZ or CL out ALS out		
A					
B					
C	RVR 18 or 3/8		RVR 24 or 1/2		RVR 40 or 3/4
D					

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

CHANGES: Procedure.

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TERPS AMEND 4 18 SEP 2014

KATL/ATL

HARTSFIELD-

JACKSON ATLANTA INTL

12 SEP 14

Eff 18 Sep

11-20A

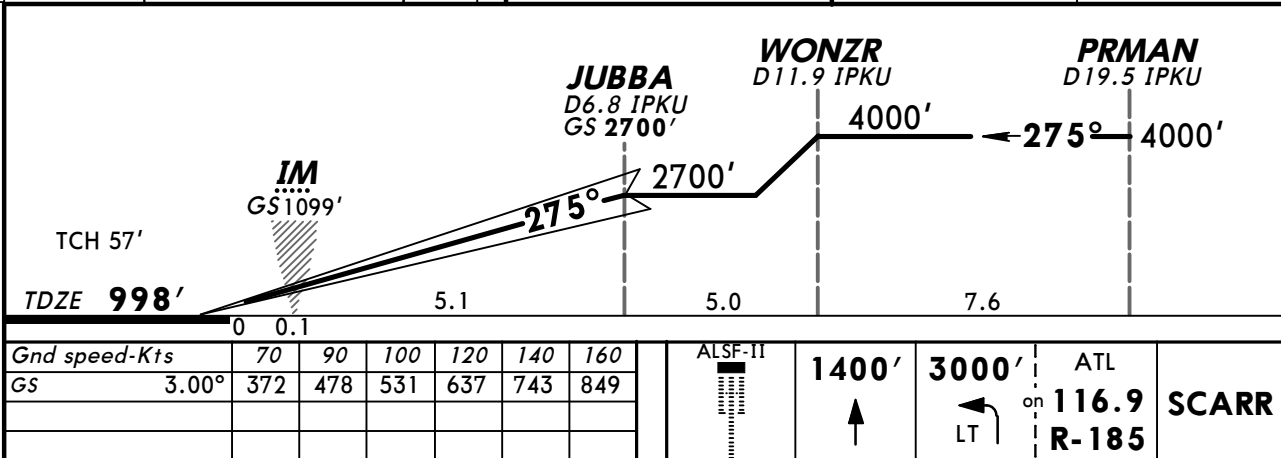
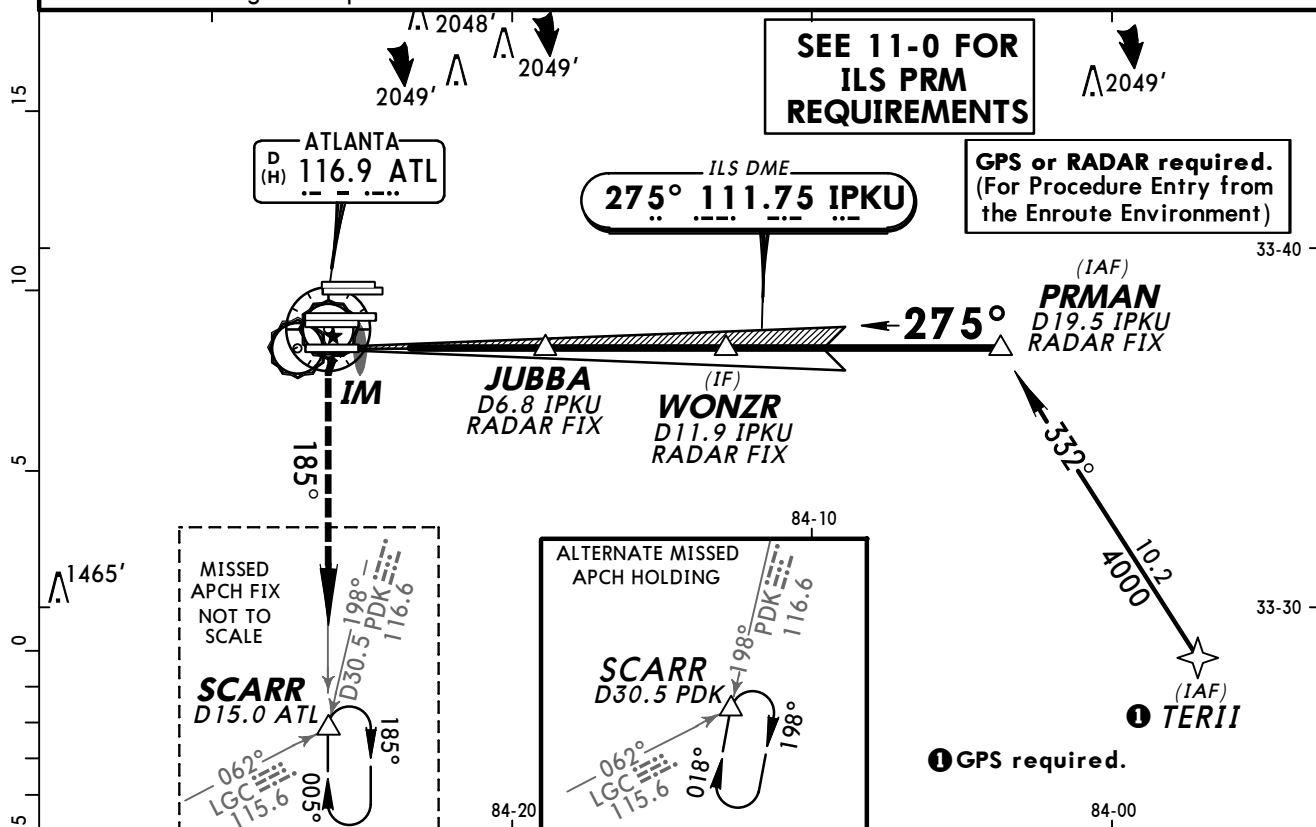
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ATLANTA, GA

ILS PRM Rwy 28 CAT II

(SIMULTANEOUS CLOSE PARALLEL)

BRIEFING STRIP TM	D-ATIS Arrival	ATLANTA Approach (R)	ATLANTA Tower					Ground			
			Rwys 10/28	Rwys 8L/26R	Rwys 8R/26L	Rwys 9L/27R	Rwys 9R/27L	Rwys 10/28	Rwys 8L/R, 26L/R	Rwys 9L/R, 27L/R	
	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 111.75		Final Apch Crs 275°		GS JUBBA 2700' (1702')		CAT II ILS RA 188' DA(H) 1098' (100')		Apt Elev 1026' TDZE 998'		3100' MSA ATL VOR	
MISSED APCH: Climb to 1400' then climbing LEFT turn to 3000' on ATL VOR R-185 outbound to SCARR INT/D15.0 ATL and hold, or as directed by ATC.											
Alt Set: INCHES									Trans alt: 18000'		
Trans level: FL 180											
1. Special Aircrew and Aircraft Certification Required. 2. Dual VHF comm required.											
3. Simultaneous close parallel approach authorized with ILS PRM and RNAV PRM Rwy 26R or 26L or 27R or 27L, or Rwys 26R and 27R, or Rwys 26R and 27L, or Rwys 26L and 27R, or Rwys 26L and 27L.											
4. See 11-0 for "Attention All Users of ILS Precision Runway Monitor (PRM)". 5. Procedure not authorized when glide slope not available.											



TERPS									
STRAIGHT-IN LANDING RWY 28									
CAT II ILS									
RA 188'									
DA(H) 1098' (100')									

RVR 12

CHANGES: Procedure.

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TERPS AMEND 4 18 SEP 2014

KATL/ATL

HARTSFIELD-
JACKSON ATLANTA INTL

12 SEP 14

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(11-20B)

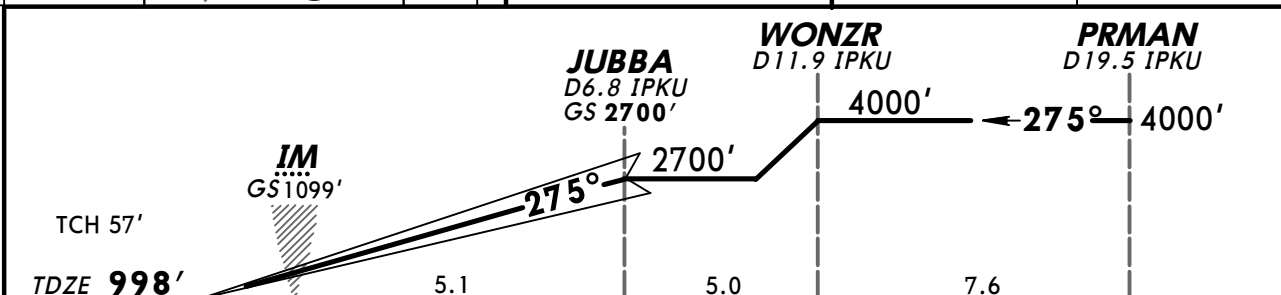
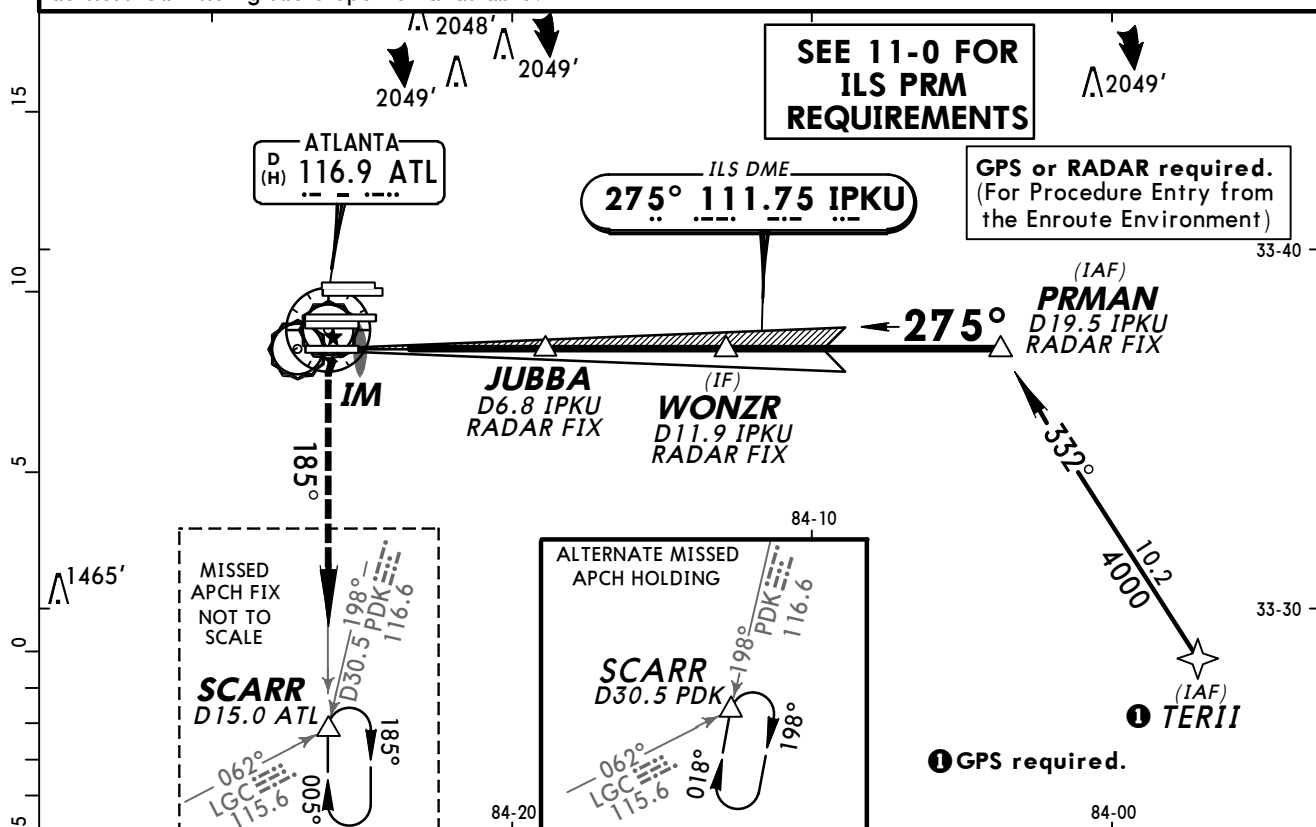
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ATLANTA, GA

ILS PRM Rwy 28 SA CAT I

(SIMULTANEOUS CLOSE PARALLEL)

BRIEFING STRIP TM	D-ATIS Arrival	ATLANTA Approach (R)	ATLANTA Tower					Ground		
			Rwys 10/28	Rwys 8L/26R	Rwys 8R/26L	Rwys 9L/27R	Rwys 9R/27L	Rwys 10/28	Rwys 8L/R, 26L/R	Rwys 9L/R, 27L/R
	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 111.75		Final Apch Crs 275°		GS JUBBA 2700' (1702')		SA CAT I ILS RA 264' DA(H) 1148' (150')		Apt Elev 1026' TDZE 998'		3100' MSA ATL VOR
MISSED APCH: Climb to 1400' then climbing LEFT turn to 3000' on ATL VOR R-185 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 and RNAV PRM Rwy 26R or 26L or 27R or 27L, or Rwys 26R and 27R, or Rwys 26R and 27L, or Rwys 26L and 27R, or Rwys 26L and 27L. 4. See 11-0 for "Attention All Users of ILS Precision Runway Monitor (PRM)". 5. Procedure not authorized when glide slope not available.										



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II	1400'	3000'	ATL	SCARR
GS 3.00°	372	478	531	637	743	849		↑	← LT	on 116.9 R-185	

TERPS

STRAIGHT-IN LANDING RWY 28

1 SA CAT I ILS

RA 264'

DA(H) 1148' (150')

RVR 14

1 Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DH.

CHANGES: Procedure.

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TERPS AMEND 4 18 SEP 2014

ATTENTION ALL USERS OF RNAV PRECISION RUNWAY MONITOR (PRM)

RNAV (GPS) PRM Rwys 8R, 9L, 9R, 26L, 27L, 27R
RNAV (GPS) PRM Y Rwys 8L, 26R, 10, 28
(SIMULTANEOUS CLOSE PARALLEL)

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.

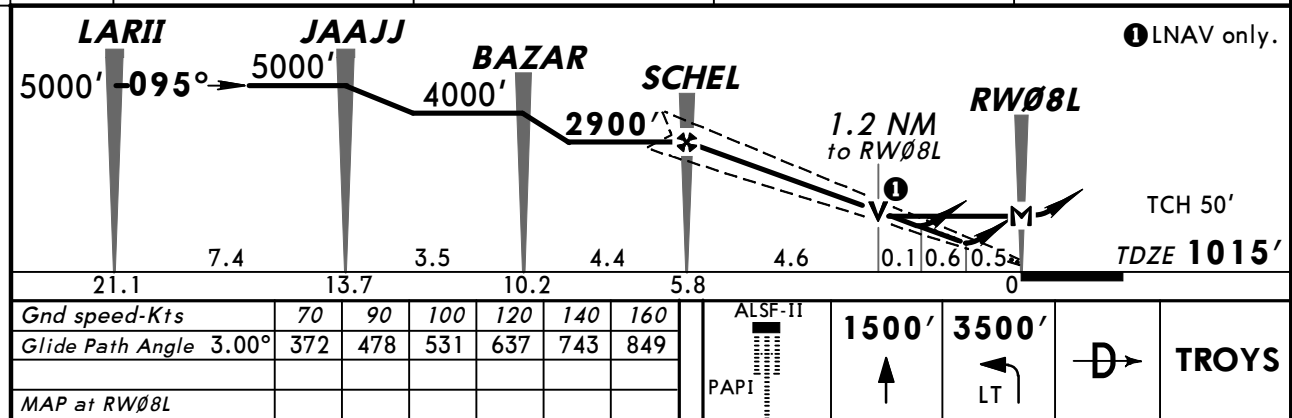
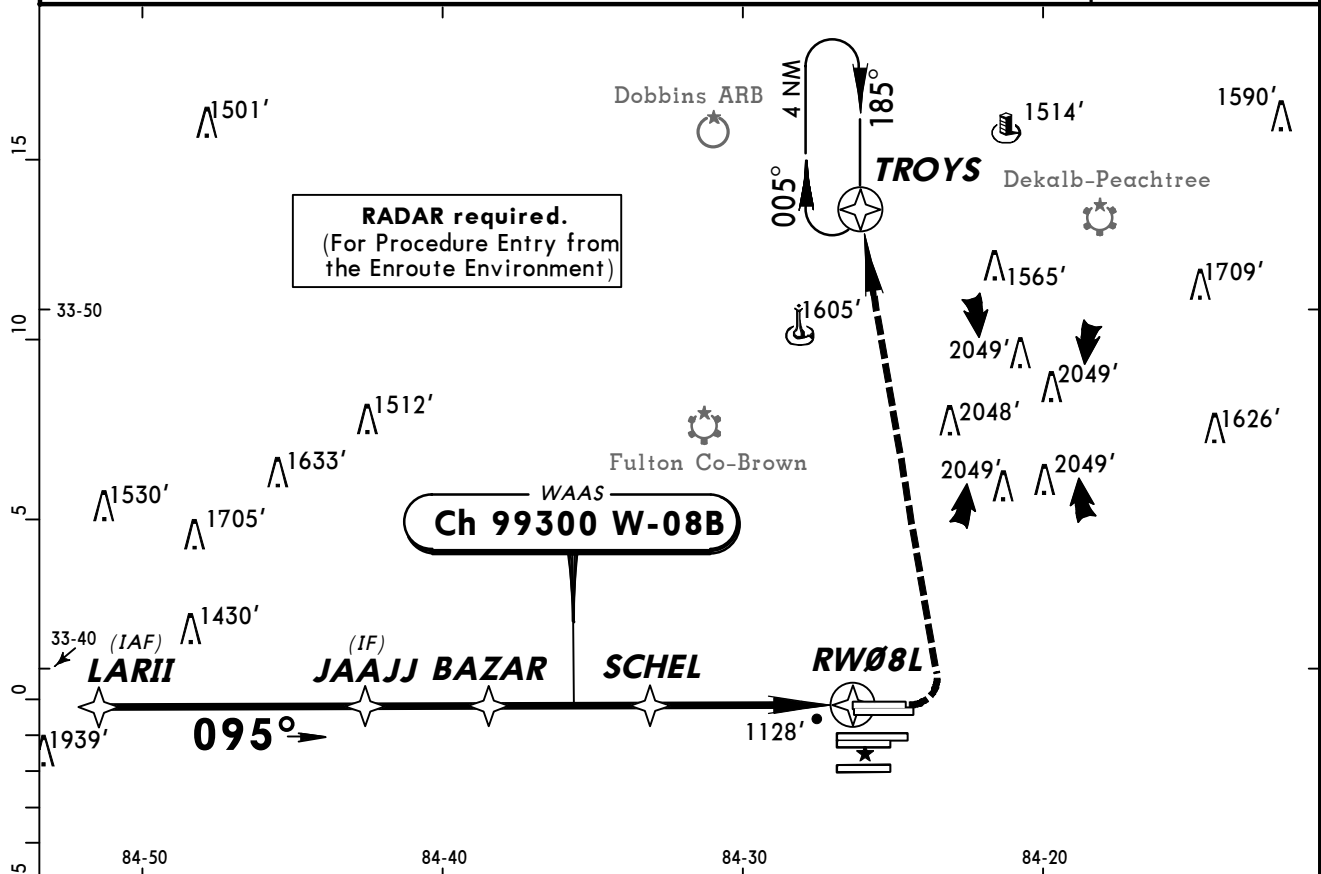
Briefing Points (Required briefing):

- When in range, tune in the PRM monitor frequency on a secondary radio, set the audio volume, then deselect the audio until switched to the tower frequency. If no communications are heard on the PRM frequency, set the volume by tuning to another frequency (i.e. the ATIS) to verify functionality of secondary radio, and return to the PRM monitor frequency.
- When instructed to switch to the tower frequency, select the PRM monitor frequency audio on.
- Descending on the glidepath ensures compliance with any charted crossing restrictions.

EXPANDED PROCEDURES (Optional, brief if necessary)

1. **ATIS.** When the ATIS broadcast advises that simultaneous PRM approaches are in progress, pilots should brief to fly the PRM approach. If later advised to expect an ILS or RNAV (GPS) approach, the PRM chart may be used after noting the following:
 - (a) **Minimums and missed approach procedures are unchanged.**
 - (b) **Monitor frequency no longer required.**
 - (c) **A lower glidepath intercept altitude may be assigned when advised to expect an ILS or RNAV (GPS) approach.**
2. **Dual VHF Communication required.** To avoid blocked transmissions, each runway will have two frequencies, a tower and a PRM monitor frequency. The PRM Monitor controller's transmissions, if needed, will override both frequencies. Pilots will ONLY transmit on the tower controller's frequency, but will listen to both frequencies. When in range, on a second communications radio, select the PRM monitor frequency. Set the audio level to about the same volume as the primary communication radio so that the transmissions on the PRM monitor frequency can be heard in the event the tower frequency is blocked. Then, deselect the PRM monitor audio. When instructed by ATC to contact the tower, reselect the PRM monitor frequency audio.
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.
 - (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)".

D-ATIS Arrival	ATLANTA Approach (R)	ATLANTA Tower						Ground		
		Rwys 8L/26R	Rwys 8R/26L	Rwys 9L/27R	Rwys 9R/27L	Rwys 10/28	Rwys 8L/R, 26L/R	Rwys 9L/R, 27L/R	Rwys 10/28	
119.65	127.9	119.1	125.32	123.85	119.3	119.5	121.9	121.75	121.65	
WAAS Ch 99300 W-08B		Final Apch Crs 095°		Minimum Alt SCHL 2900' (1885')		LPV DA(H) 1215' (200')		Apt Elev 1026' TDZE 1015'		3100' MSA RWØ8L
MISSED APCH: Climb to 1500' then climbing LEFT turn to 3500' direct TROYS and hold.										
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -7°C (20°F) or above 54°C (130°F). 2. DME/DME RNP-0.30 not authorized. 3. Simultaneous approach authorized with Rwy 9L or 9R or 10, or Rwys 9L and 10. 4. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations. 5. LNAV procedure not authorized during simultaneous operations. 6. VGSI and RNAV glidepath not coincident. 7. Helicopter visibility reduction below RVR 40 not authorized.										



TERPS		STRAIGHT-IN LANDING RWY 8L				TERPS	
LPV DA(H) 1215' (200')		LNAV/VNAV DA(H) 1404' (389')		LNAV MDA(H) 1460' (445')		TERPS	
ALS out		ALS out		ALS out		ALS out	
RVR 24 or 1/2		RVR 40 or 3/4		RVR 45 or 7/8		RVR 24 or 1/2	
RVR 45 or 7/8		RVR 45 or 7/8		RVR 45 or 7/8		RVR 45 or 7/8	

KATL/ATL HARTSFIELD- JACKSON ATLANTA INTL

12 SEP 14

12-2

Eff 18 Sep

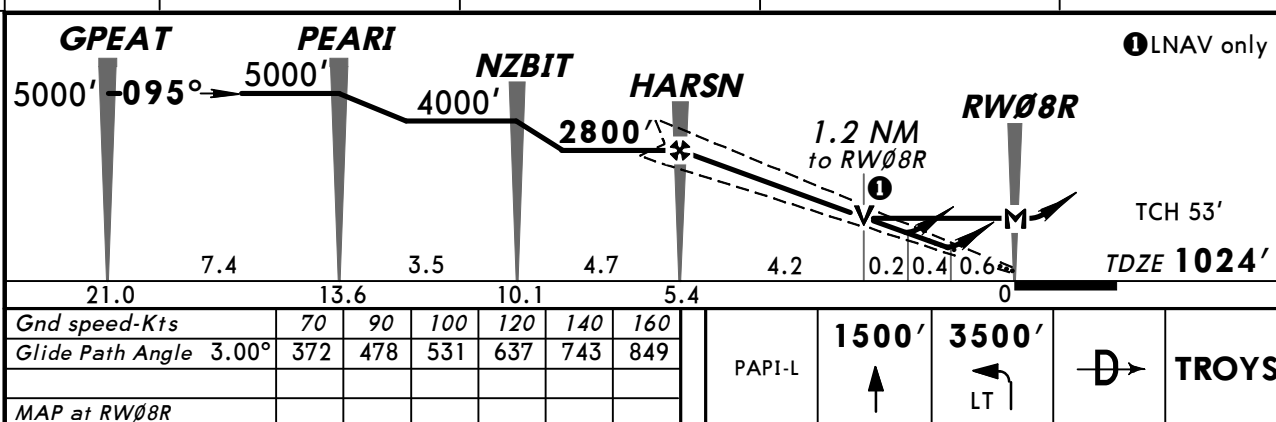
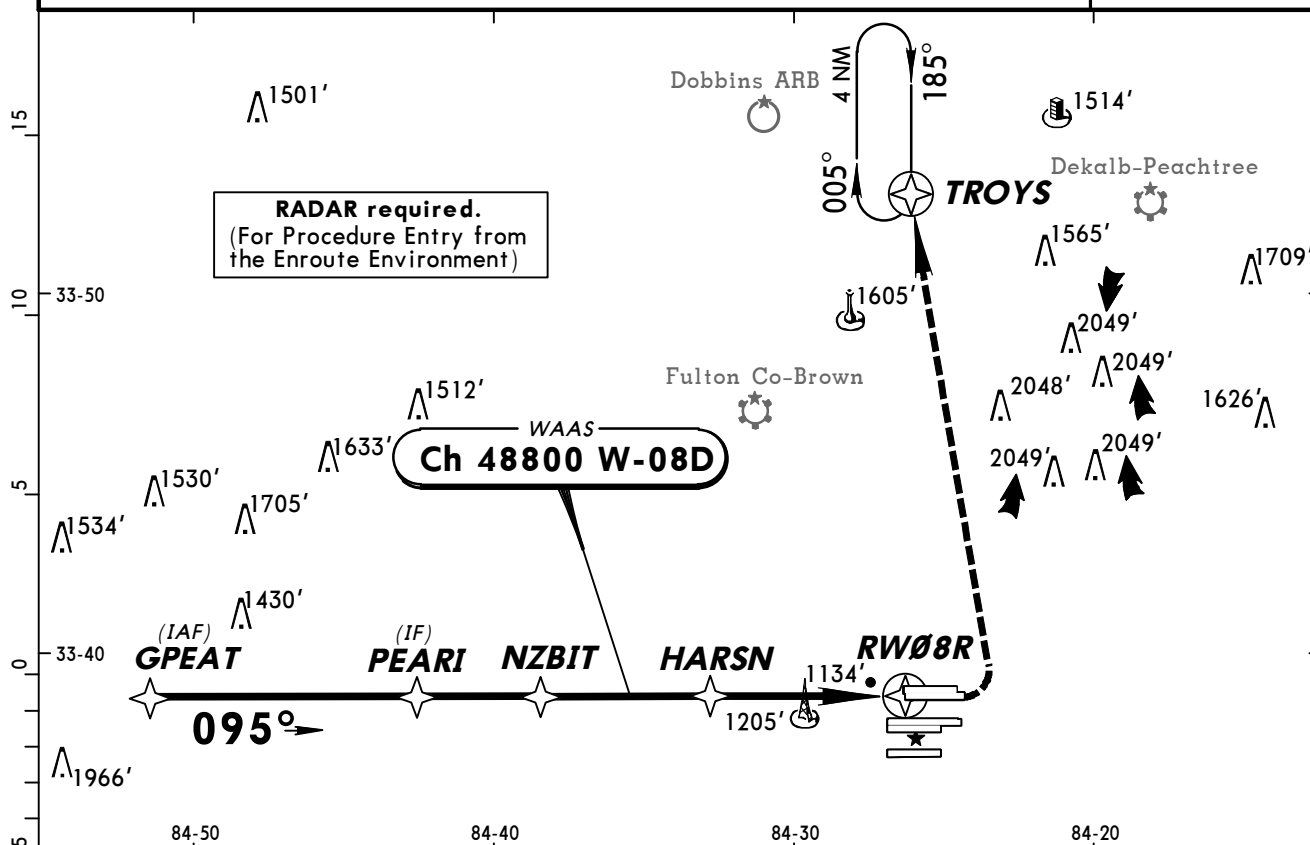
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ATLANTA, GA

RNAV (GPS) Rwy 8R

BRIEFING STRIP™

D-ATIS Arrival	ATLANTA Approach (R)	ATLANTA Tower					Ground		
		Rwys 8R/26L	Rwys 8L/26R	Rwys 9L/27R	Rwys 9R/27L	Rwys 10/28	Rwys 8L/R, 26L/R	Rwys 9L/R, 27L/R	Rwys 10/28
119.65	127.9	125.32	119.1	123.85	119.3	119.5	121.9	121.75	121.65
WAAS Ch 48800 W-08D	Final Apch Crs 095°	Minimum Alt HARSN 2800' (1776')	LPV DA(H) 1282' (258')	Apt Elev 1026' TDZE 1024'		3100' MSA RW08R			
MISSED APCH: Climb to 1500' then climbing LEFT turn to 3500' direct TROYS and hold.									
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -7°C (20°F) or above 54°C (130°F). 2. DME/DME RNP-0.30 not authorized. 3. Simultaneous approach authorized with Rwy 9L or 9R or 10. 4. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations. 5. LNAV procedure not authorized during simultaneous operations. 6. VGSI and RNAV glidepath not coincident.									



TERPS		STRAIGHT-IN LANDING RWY 8R	
LPV		LNAV/VNAV	
DA(H) 1282' (258')		DA(H) 1404' (380')	
LNAV		LNAV	
MDA(H) 1460' (436')		MDA(H) 1460' (436')	
RVR 40 or 3/4		RVR 55 or 1	
1 1/4		1 1/4	

CHANGES: FAF, TDZE, minimums, notes.

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TERPS AMEND 4 18 SEP 2014

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

12-2A

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KATL/ATL HARTSFIELD- JACKSON ATLANTA INTL

JEPPESSEN

7 NOV 14

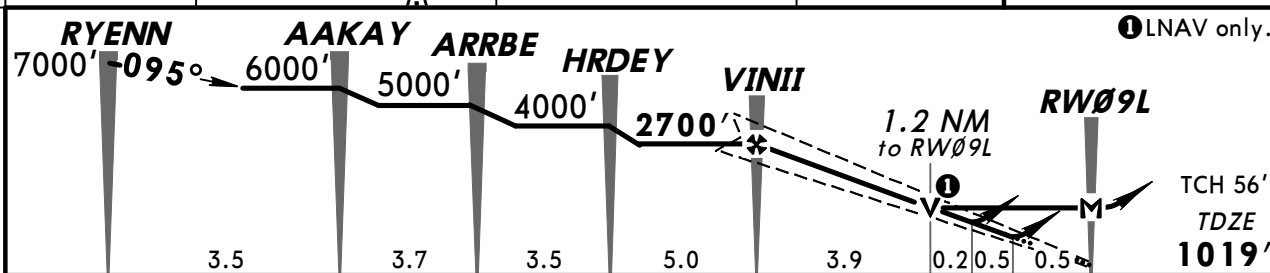
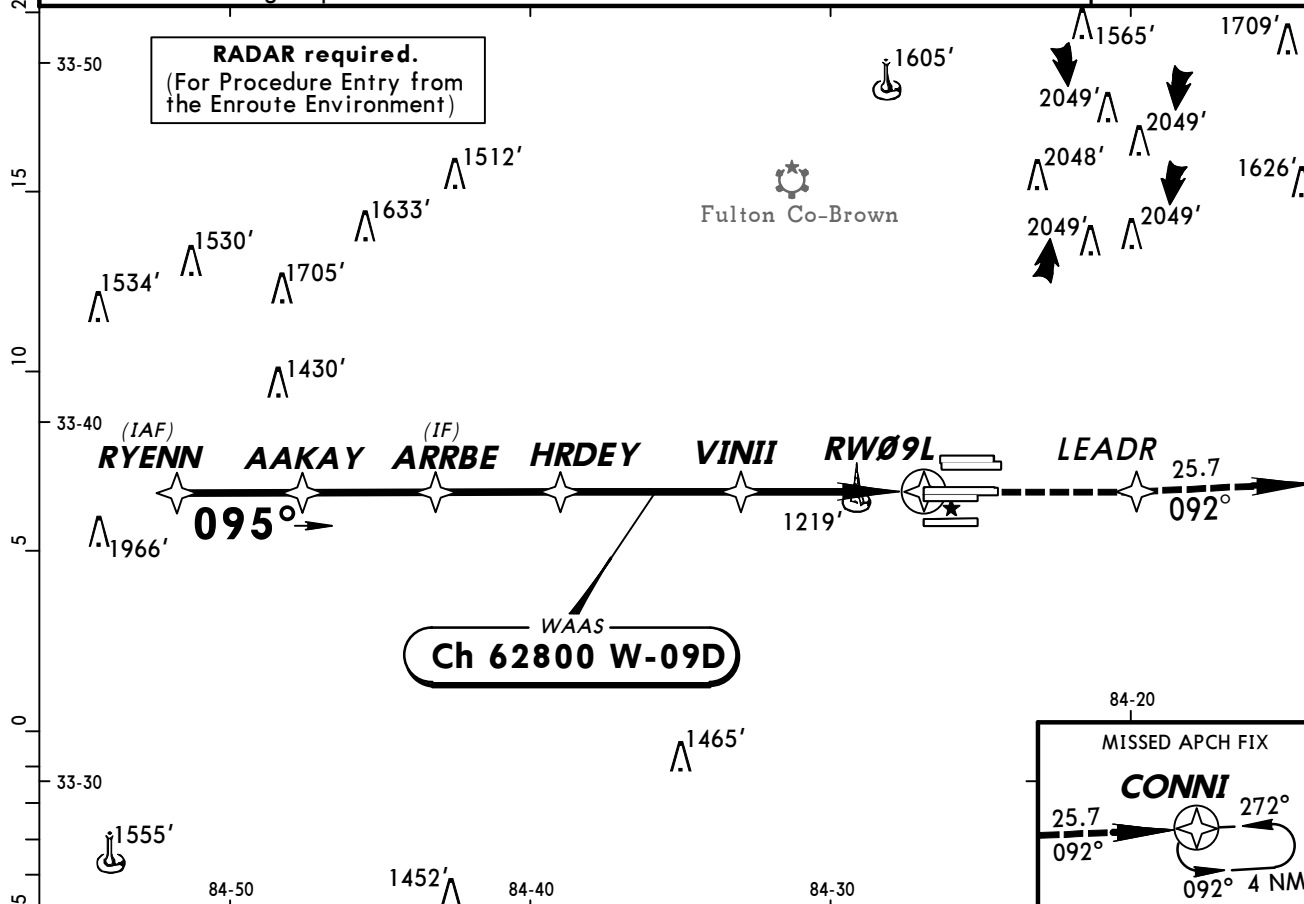
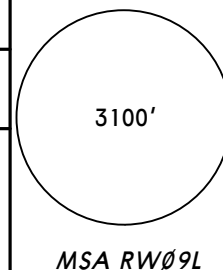
(12-3)

Eff 13 Nov

ATLANTA, GA
RNAV (GPS) Rwy 9L

BRIEFING STRIP™

D-ATIS Arrival		ATLANTA Approach (R)		ATLANTA Tower						Ground	
				Rwys 9L/27R	Rwys 8L/26R	Rwys 8R/26L	Rwys 9R/27L	Rwys 10/28	Rwys 9L/R, 27L/R	Rwys 8L/R, 26L/R	Rwys 10/28
119.65		127.9		123.85	119.1	125.32	119.3	119.5	121.75	121.9	121.65
WAAS Ch 62800 W-09D		Final Apch Crs 095°		Minimum Alt VINII 2700' (1681')		LPV DA(H) 1219' (200')		Apt Elev 1026' TDZE 1019'		3100' MSA RW09L	
MISSED APCH: Climb to 4000' direct LEADR and on track 092° to CONNI and hold.											
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'											
1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -7°C (20°F) or above 54°C (130°F). 2. DME/DME RNP-0.30 not authorized. 3. Simultaneous approach authorized with Rwy 8L or 8R or 10, or Rwy 8L and 10. 4. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations. 5. LNAV procedure not authorized during simultaneous operations. 6. Helicopter visibility reduction below RVR 40 not authorized. 7. VGSI and RNAV glidepath not coincident.											



Gnd speed-Kts	70	90	100	120	140	160	MALSR	4000'	LEADR
Glide Path Angle	3.00°	372	478	531	637	743	PAPI		
LPV, LNAV/VNAV: MAP at DA									
LNAV: MAP at RW09L									

TERPS		STRAIGHT-IN LANDING RWY 9L				LNAV	
LPV		LNAV/VNAV		LNAV		LNAV	
DA(H) 1219' (200')		DA(H) 1405' (386')		MDA(H) 1480' (461')		MDA(H) 1480' (461')	
RAIL or ALS out		RAIL out		ALS out		RAIL out	
A							
B	RVR 24 or 1/2	RVR 40 or 3/4	RVR 40 or 3/4	RVR 45 or 7/8	1 1/4	RVR 40 or 3/4	RVR 55 or 1
C						RVR 50 or 1	RVR 60 or 1 1/8
D							1 3/8

CHANGES: Procedure.

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TERPS AMEND 4 13 NOV 2014

KATL/ATL HARTSFIELD-JACKSON ATLANTA INTL

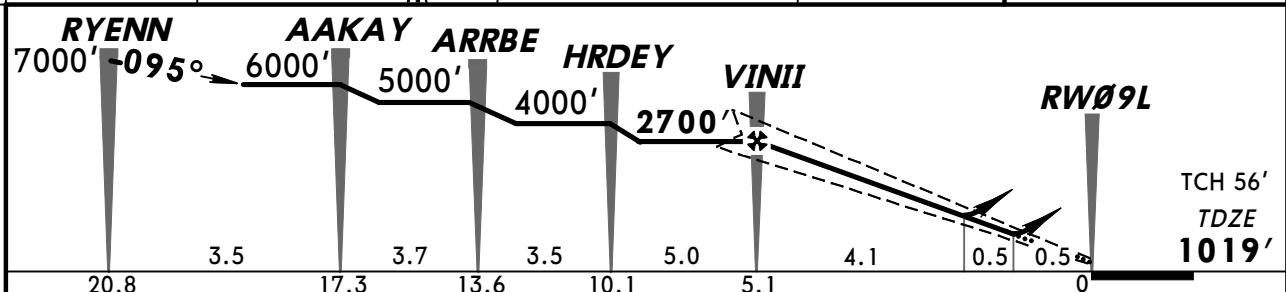
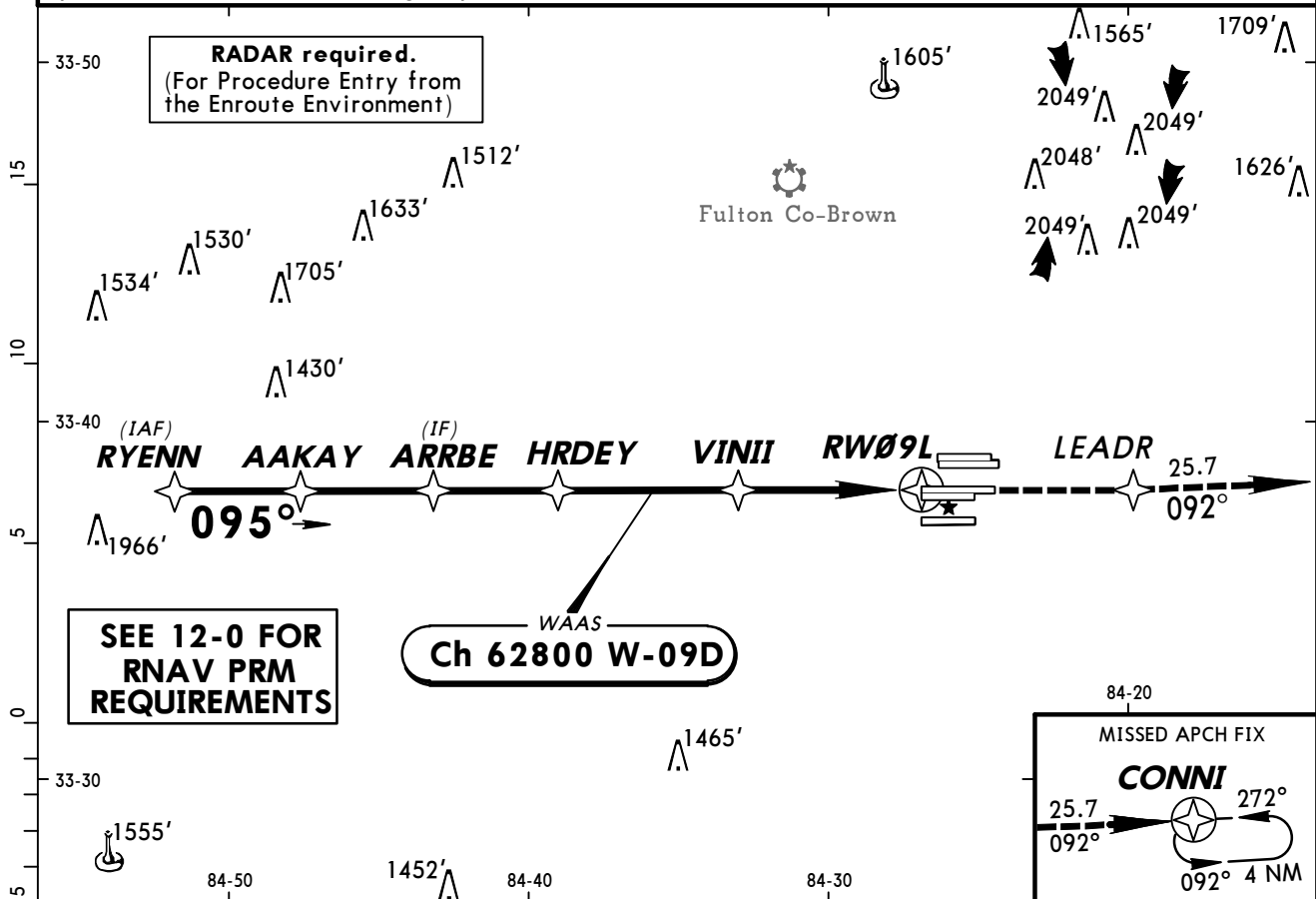
7 NOV 14 **Eff 13 Nov** **12-3A** **RNAV (GPS) PRM Rwy 9L** (SIMULTANEOUS CLOSE PARALLEL)

BRIEFING STRIP

D-ATIS Arrival	ATLANTA Approach (R)	ATLANTA Tower					Ground		
		Rwys 9L/27R	Rwys 8L/26R	Rwys 8R/26L	Rwys 9R/27L	Rwys 10/28	Rwys 9L/R, 27L/R	Rwys 8L/R, 26L/R	Rwys 10/28
119.65	127.9	123.85	119.1	125.32	119.3	119.5	121.75	121.9	121.65
Monitor Frequency 132.55									
WAAS Ch 62800 W-09D	Final Apch Crs 095°	Minimum Alt VINII 2700' (1681')	LPV DA(H) 1219' (200')	Apt Elev 1026'	TDZE 1019'	3100'			
MISSED APCH: Climb to 4000' direct LEADR and on track 092° to CONNI and hold.							MSA RW09L		

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

1. Dual VHF comm required. 2. Simultaneous close parallel approach authorized with ILS PRM and RNAV PRM Rwy 8L or 8R or 10, or Rwy 8L and 10, or Rwy 8R and 10. 3. See 12-0 for "Attention All Users of RNAV Precision Runway Monitor (PRM)". 4. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -7°C (20°F) or above 54°C (130°F). 5. DME/DME RNP-0.30 not authorized. 6. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations. 7. VGSI and RNAV glidepath not coincident.



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

TERPS				
STRAIGHT-IN LANDING RWY 9L				
LPV		LNAV/VNAV		
DA(H) 1219' (200')		DA(H) 1405' (386')		
RAIL or ALS out		RAIL out		ALS out
A				
B				
C	RVR 24 or 1/2	RVR 40 or 3/4	RVR 40 or 3/4	RVR 45 or 7/8
D				1 1/4

KATL/ATL HARTSFIELD- JACKSON ATLANTA INTL

7 NOV 14

(12-4)

ATLANTA, GA
RNAV (GPS) Rwy 9R

D-ATIS Arrival	ATLANTA Approach (R)	ATLANTA Tower					Ground		
		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

WAAS Ch 97400 W-09B	Final Apch Crs 095°	Minimum Alt BURNY 2700' (1674')	LPV DA(H) 1226' (200')	Apt Elev 1026' TDZE 1026'
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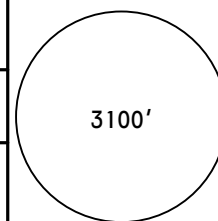
MISSED APCH: Climb to 4000' direct RATCH and on track 092° to CONNI and hold.

Alt Set: INCHES

Trans level: FL 180

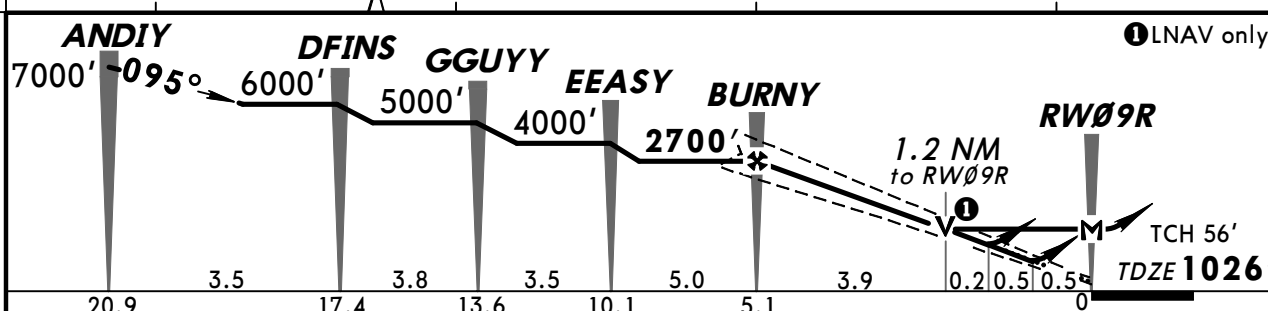
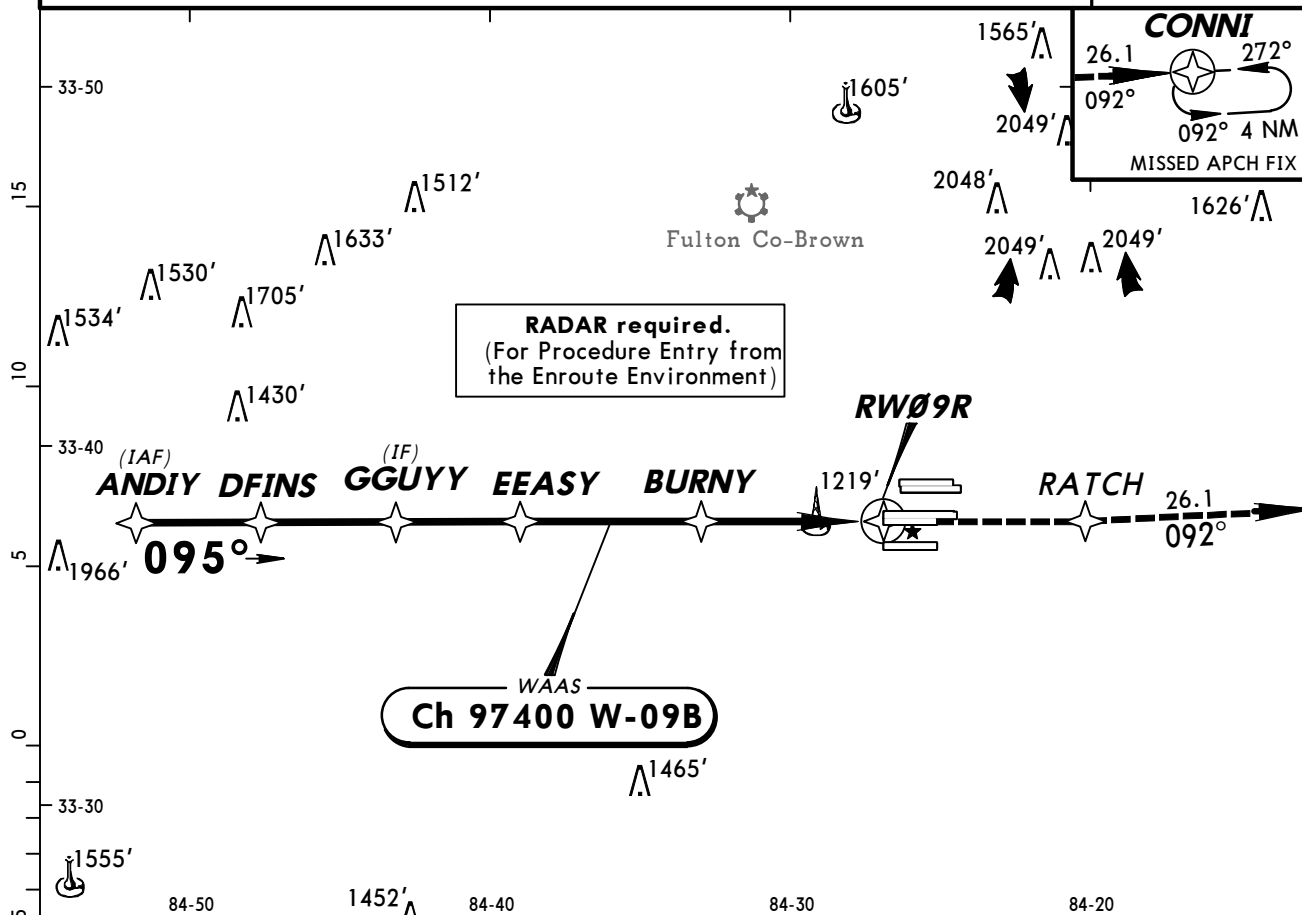
Trans alt: 18000'

1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -7°C (20°F) or above 54°C (130°F). 2. DME/DME RNP-0.30 not authorized. 3. Simultaneous approach authorized with Rwy 8L or 8R. 4. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations. 5. LNAV procedure not authorized during simultaneous operations. 6. VGSI and RNAV glidepath not coincident.



MSA RW09R

BRIEFING STRIP™



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

MAP at RW09R

TERPS					
STRAIGHT-IN LANDING RWY 9R					
LPV DA(H) 1226' (200')		LNAV/VNAV DA(H) 1403' (377')		LNAV MDA(H) 1480' (454')	
ALS out		ALS out		ALS out	
A					
B					
C	RVR 24 or 1/2	RVR 40 or 3/4	RVR 40 or 3/4	RVR 60 or 1/8	RVR 24 or 1/2
D					RVR 45 or 7/8

CHANGES: Missed approach text.

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TERPS AMEND 4A 13 NOV 2014

KATL/ATL HARTSFIELD- JACKSON ATLANTA INTL

7 NOV 14

12-4A

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

BRIEFING STRIP™

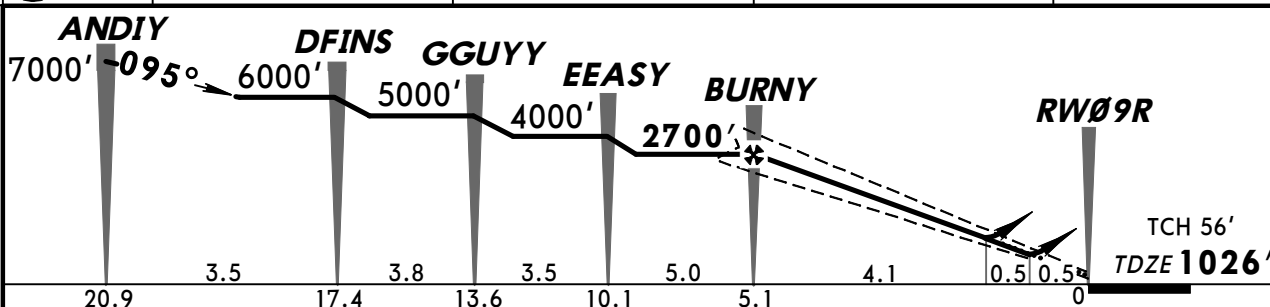
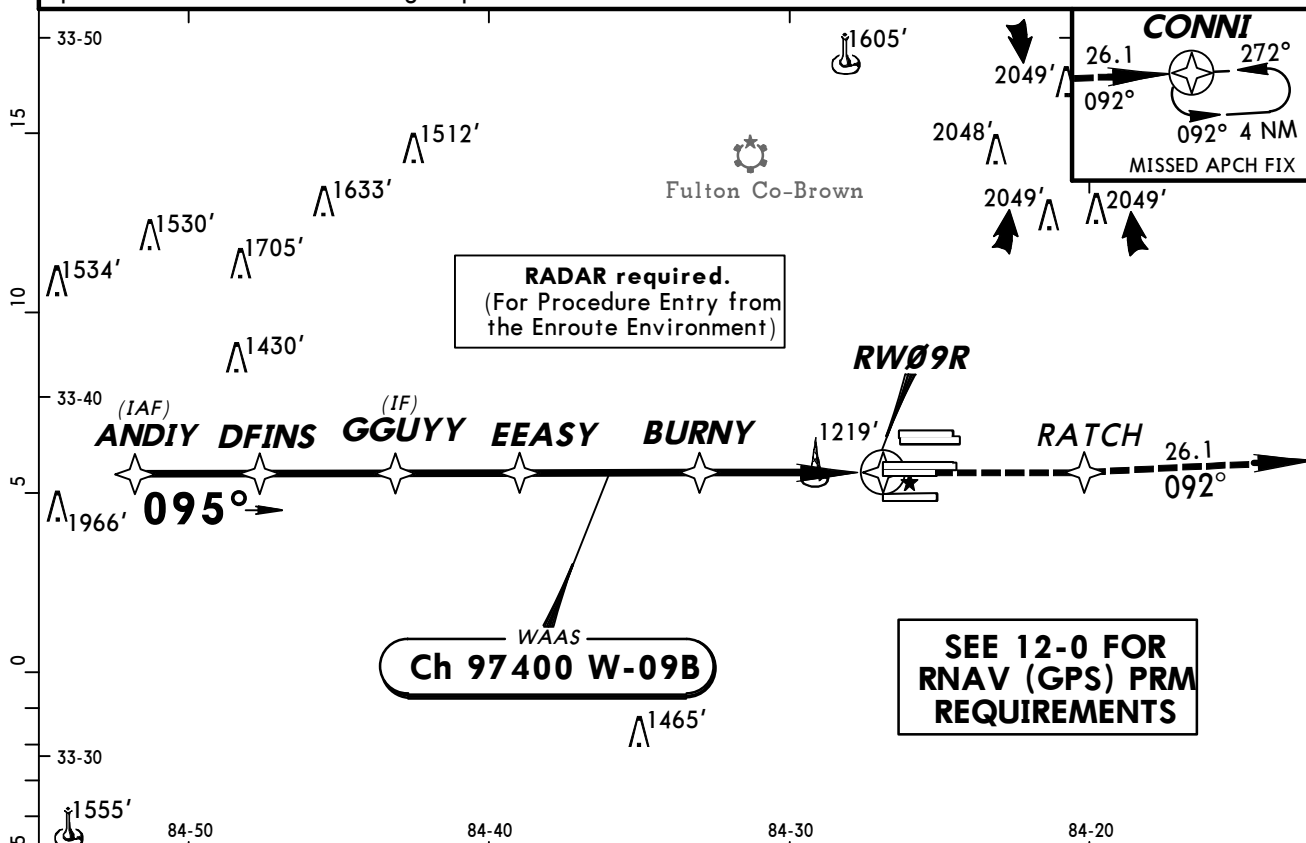
D-ATIS Arrival	ATLANTA Approach (R)	ATLANTA Tower					Ground		
		Rwys 9R/27L	Rwys 8L/26R	Rwys 8R/26L	Rwys 9L/27R	Rwys 10/28	Rwys 9L/R, 27L/R	Rwys 8L/R, 26L/R	Rwys 10/28
119.65	127.9	119.3	119.1	125.32	123.85	119.5	121.75	121.9	121.65
Monitor Frequency 132.55									
WAAS Ch 97400 W-09B		Final Apch Crs 095°		Minimum Alt BURNY 2700' (1674')		LPV DA(H) 1226' (200')		Apt Elev 1026' TDZE 1026'	
MISSED APCH: Climb to 4000' direct RATCH and on track 092° to CONNI and hold.								3100' MSA RW09R	

Alt Set: INCHES

Trans level: FL 180

Trans alt: 18000'

1. Dual VHF comm required. 2. Simultaneous close parallel approach authorized with ILS PRM and RNAV PRM Rwy 8L or 8R or 10, or Rwy 8L and 10, or Rwy 8R and 10. 3. See 12-0 for "Attention All Users of RNAV Precision Runway Monitor (PRM)". 4. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -7°C (20°F) or above 54°C (130°F). 5. DME/DME RNP-0.30 not authorized. 6. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations. 7. VGSI and RNAV glidepath not coincident.



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

TERPS				STRAIGHT-IN LANDING RWY 9R			
LPV DA(H) 1226' (200')		LNAV/VNAV DA(H) 1403' (377')		ALS out		ALS out	
A							
B							
C	RVR 24 or 1/2			RVR 40 or 3/4		RVR 40 or 3/4	RVR 60 or 1/8
D							

CHANGES: None.

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TERPS AMEND 0 18 SEP 2014

KATL/ATL HARTSFIELD- JACKSON ATLANTA INTL

JEPPESEN

12 SEP 14

(12-5)

Eff 18 Sep

ATLANTA, GA

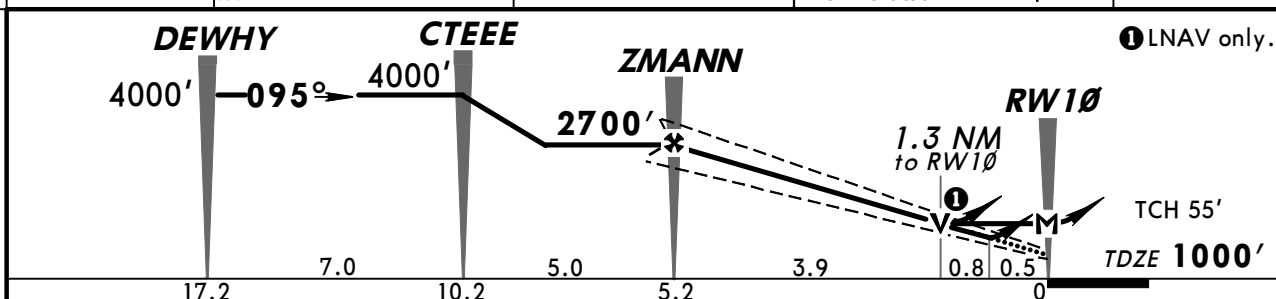
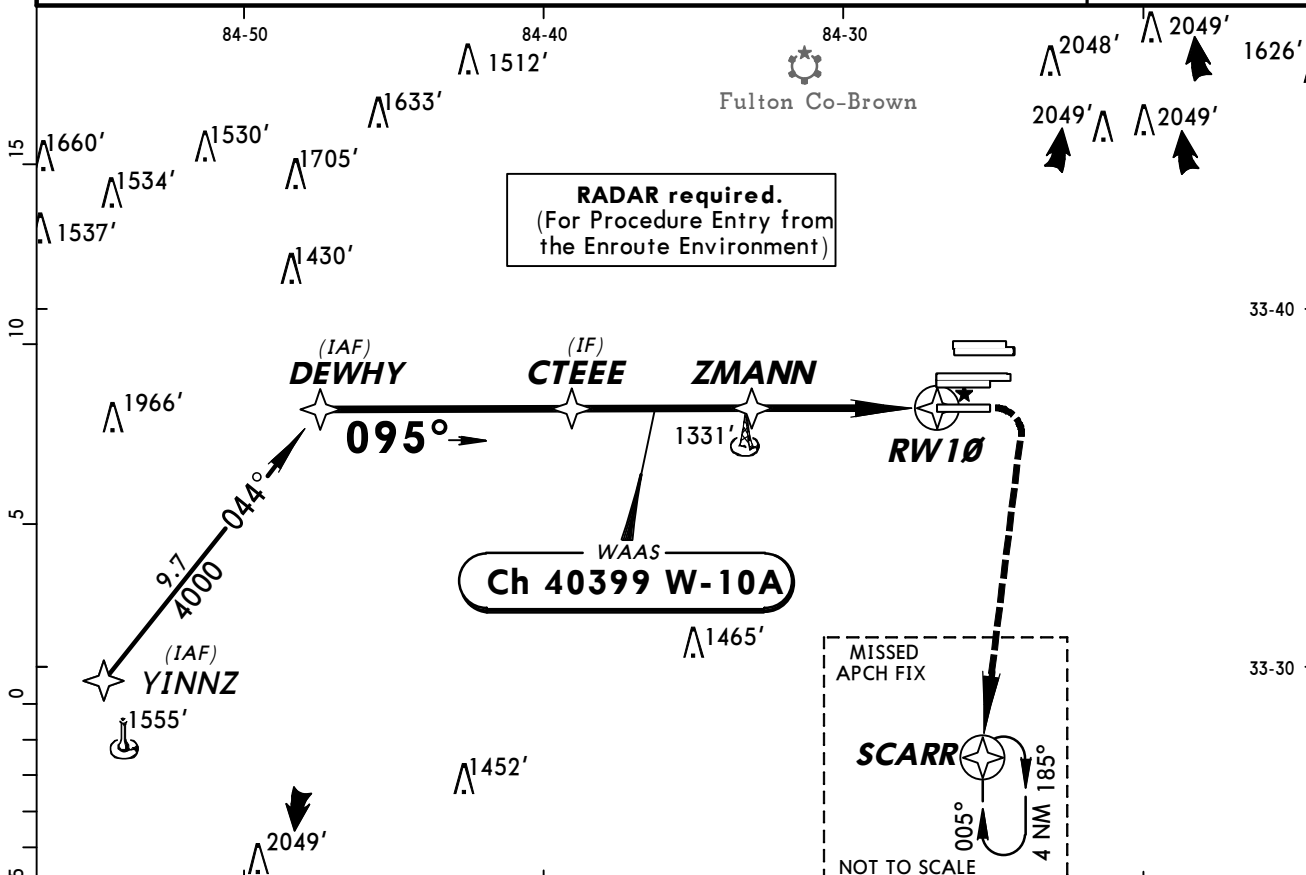
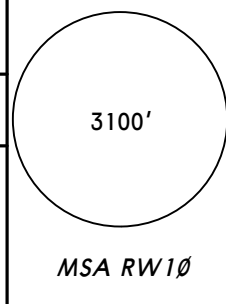
RNAV (GPS) Y Rwy 10

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

WAAS Ch 40399 W-10A	Final Apch Crs 095°	Minimum Alt ZMANN 2700' (1700')	LPV DA(H) 1200' (200')	Apt Elev 1026' TDZE 1000'	
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MISSED APCH: Climb to 1500' then climbing RIGHT turn to 3000' direct SCARR and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'
1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -7°C (20°F) or above 54°C (130°F). 2. DME/DME RNP-0.30 not authorized. 3. Simultaneous approach authorized with Rwy 8L or 8R or 9L, or Rwy 8L and 9L. 4. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations. 5. LNAV procedure not authorized during simultaneous operations.



Gnd speed-Kts	70	90	100	120	140	160	ALSIF-II	1500'	3000'	D	SCARR
Glide Path Angle 3.00°	372	478	531	637	743	849					
MAP at RW10											

TERPS		STRAIGHT-IN LANDING RWY 10					
		LPV		LNAV/VNAV		LNAV	
		DA(H) 1200'(200')		DA(H) 1455'(455')		MDA(H) 1480'(480')	
		ALS out		ALS out		ALS out	
A	RVR 24 or 1/2	RVR 40 or 3/4	RVR 55 or 1	1 1/2	RVR 24 or 1/2		RVR 55 or 1
B							
C					RVR 50 or 1		1 3/8
D							

CHANGES: FAF, TDZE, minimums, notes.

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TERPS AMEND 4 18 SEP 2014

KATL/ATL HARTSFIELD- JACKSON ATLANTA INTL 12 SEP 14 Eff 18 Sep 12-5A RNAV (GPS) PRM Y Rwy 10 (SIMULTANEOUS CLOSE PARALLEL) ATLANTA, GA

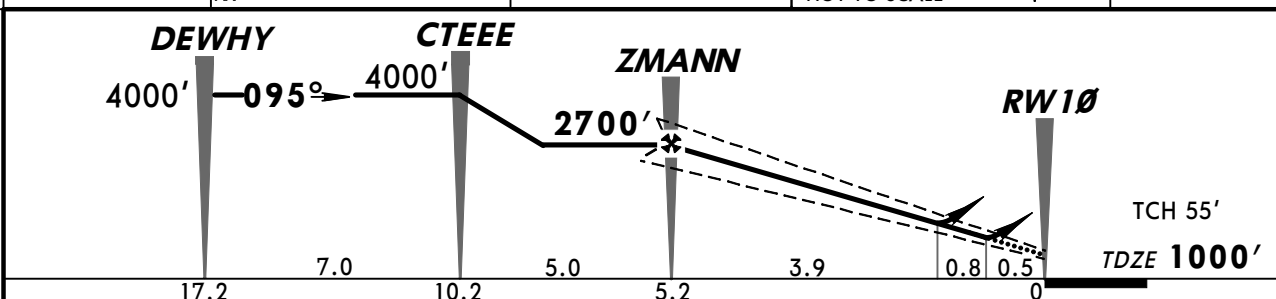
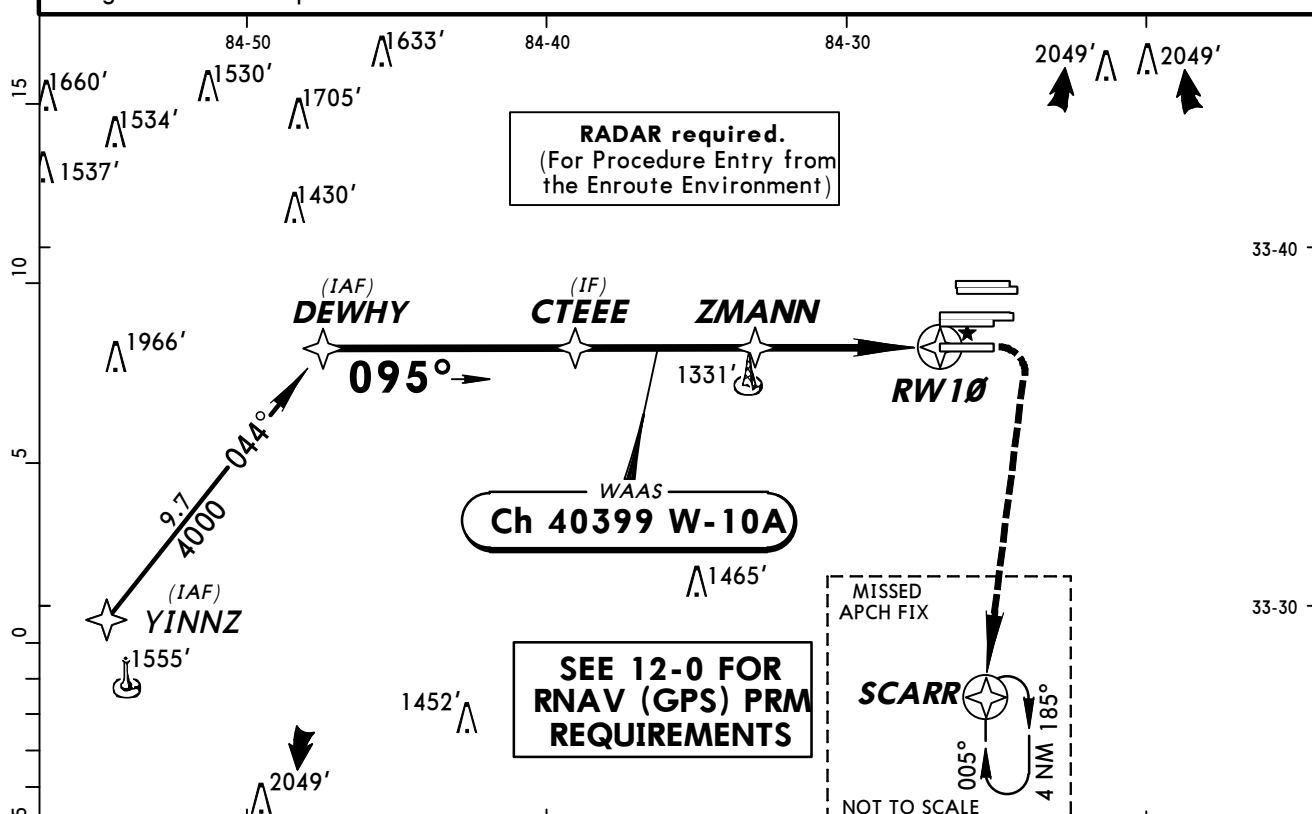
D-ATIS Arrival	ATLANTA Approach (R)	ATLANTA Tower					Ground		
		Rwys 10/28	Rwys 8L/26R	Rwys 8R/26L	Rwys 9L/27R	Rwys 9R/27L	Rwys 10/28	Rwys 8L/R, 26L/R	Rwys 9L/R, 27L/R
119.65	127.9	119.5	119.1	125.32	123.85	119.3	121.65	121.9	121.75
Monitor Frequency 133.42									

BRIEFING STRIP

WAAS Ch 40399 W-10A	<i>Final</i> <i>Apch Crs</i> 095°	<i>Minimum Alt</i> ZMANN 2700' (1700')	<i>LPV</i> <i>DA(H)</i> 1200' (200')	<i>Apt Elev</i> 1026' <i>TDZE</i> 1000'	3100' MSA RW10
MISSED APCH: Climb to 1500' then climbing RIGHT turn to 3000' direct SCARR and hold.					

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

1. **Dual VHF comm required.** 2. Simultaneous close parallel approach authorized with ILS PRM and RNAV PRM Rwy 8L or 8R or 9L or 9R, or Rwys 8L and 9L, or Rwys 8L and 9R, or Rwys 8R and 9L, or Rwys 8R and 9R. 3. See 12-0 for "Attention All Users of RNAV Precision Runway Monitor (PRM)". 4. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -7°C (20°F) or above 54°C (130°F). 5. DME/DME RNP-0.30 not authorized. 6. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations.



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II	1500'	3000'	SCARR
Glide Path Angle 3.00°	372	478	531	637	743	849		↑	RT	
MAP at DA										

TERPS STRAIGHT-IN LANDING RWY 10

LPV DA(H) 1200' (200')		LNAV/VNAV DA(H) 1455' (455')	
ALS out		ALS out	
A			
B	RVR 24 or 1/2	RVR 40 or 3/4	RVR 55 or 1
C			
D			1 1/2

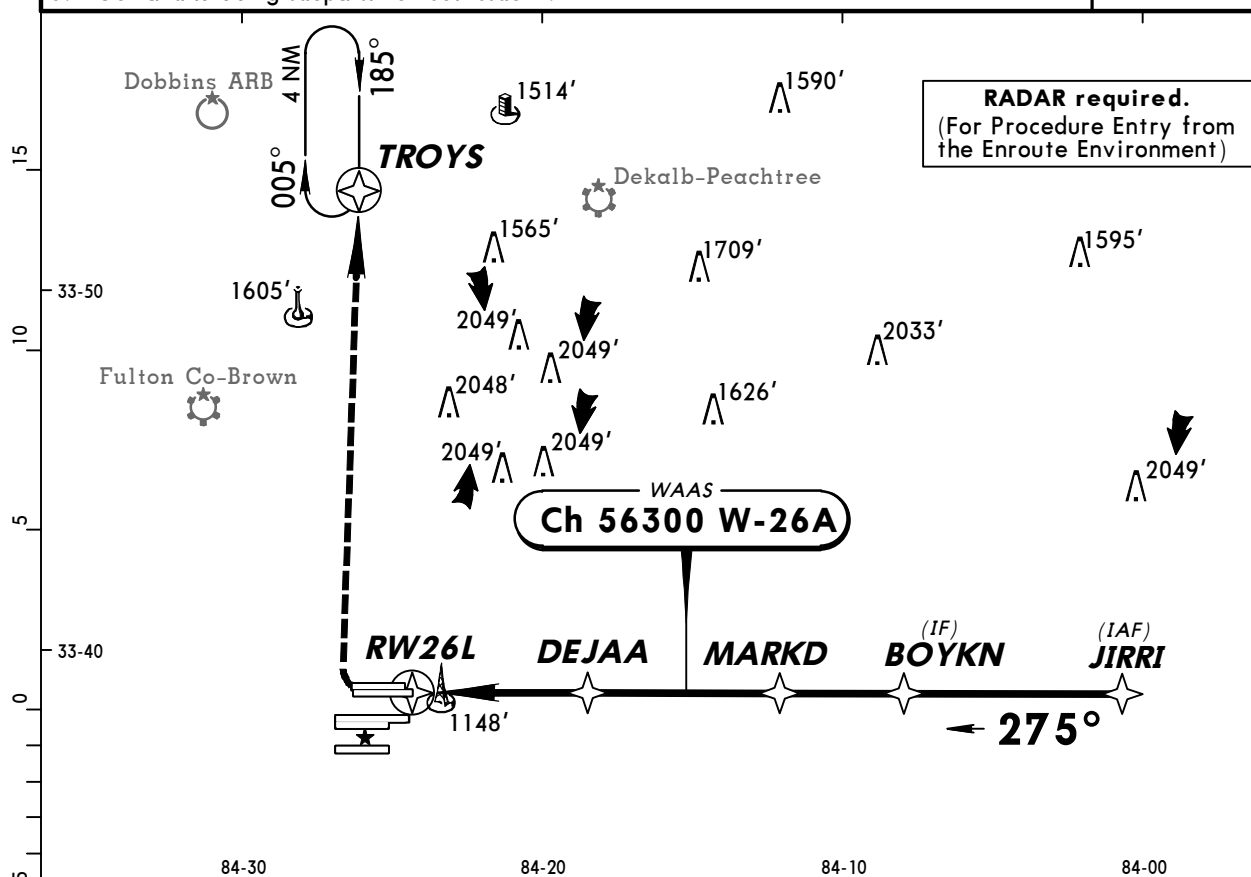
CHANGES: New procedure.

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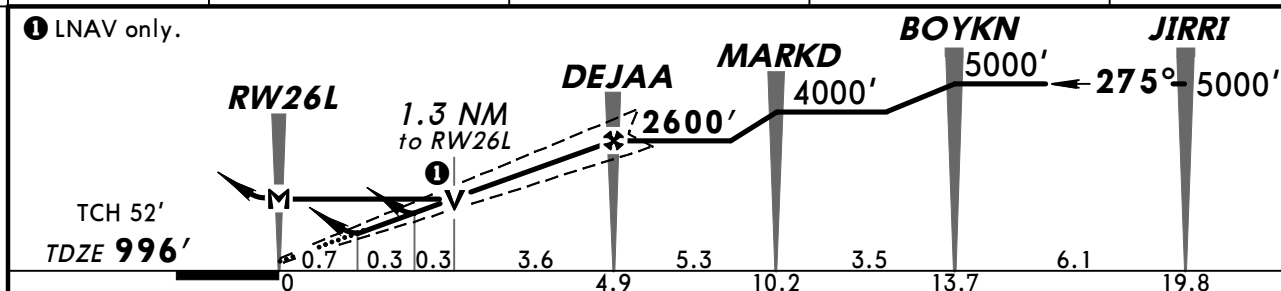
TERPS AMEND 0 18 SEP 2014

1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -7°C (20°F) or above 54°C (130°F). 2. DME/DME RNP-0.30 not authorized. 3. Simultaneous approach authorized with Rwy 27L or 27R or 28. 4. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations. 5. LNAV procedure not authorized during simultaneous operations. 6. VGSI and RNAV glidepath not coincident.

MSA RW26L



① LNAV only.



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

TERPS

STRAIGHT-IN LANDING RWY 26L

LPV DA(H) 1281' (285')				LNAV/VNAV DA(H) 1360' (364')			LNAV MDA(H) 1460' (464')		
		RAIL out	ALS out			RAIL out	ALS out		
A	RVR 24 or $\frac{1}{2}$	RVR 40 or $\frac{3}{4}$	RVR 45 or $\frac{7}{8}$	RVR 35 or $\frac{5}{8}$	RVR 40 or $\frac{3}{4}$	RVR 60 or $1\frac{1}{8}$	RVR 24 or $\frac{1}{2}$	RVR 40 or $\frac{3}{4}$	RVR 55 or 1
B							RVR 50 or 1	RVR 60 or $1\frac{1}{8}$	1 $\frac{3}{8}$
C									
D									

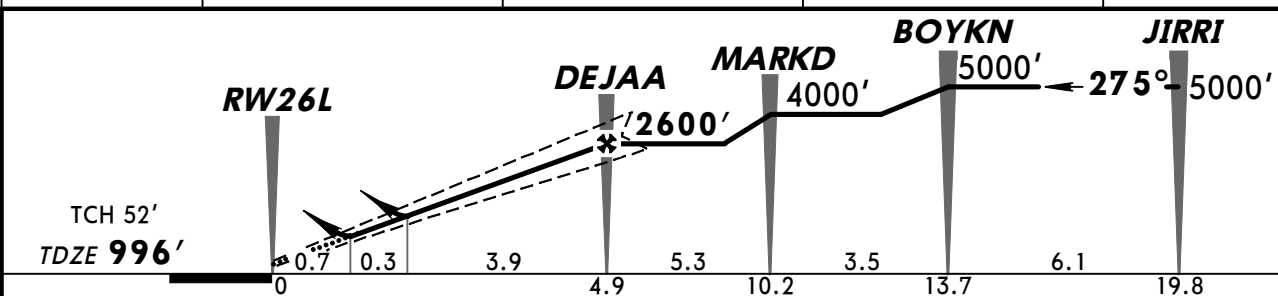
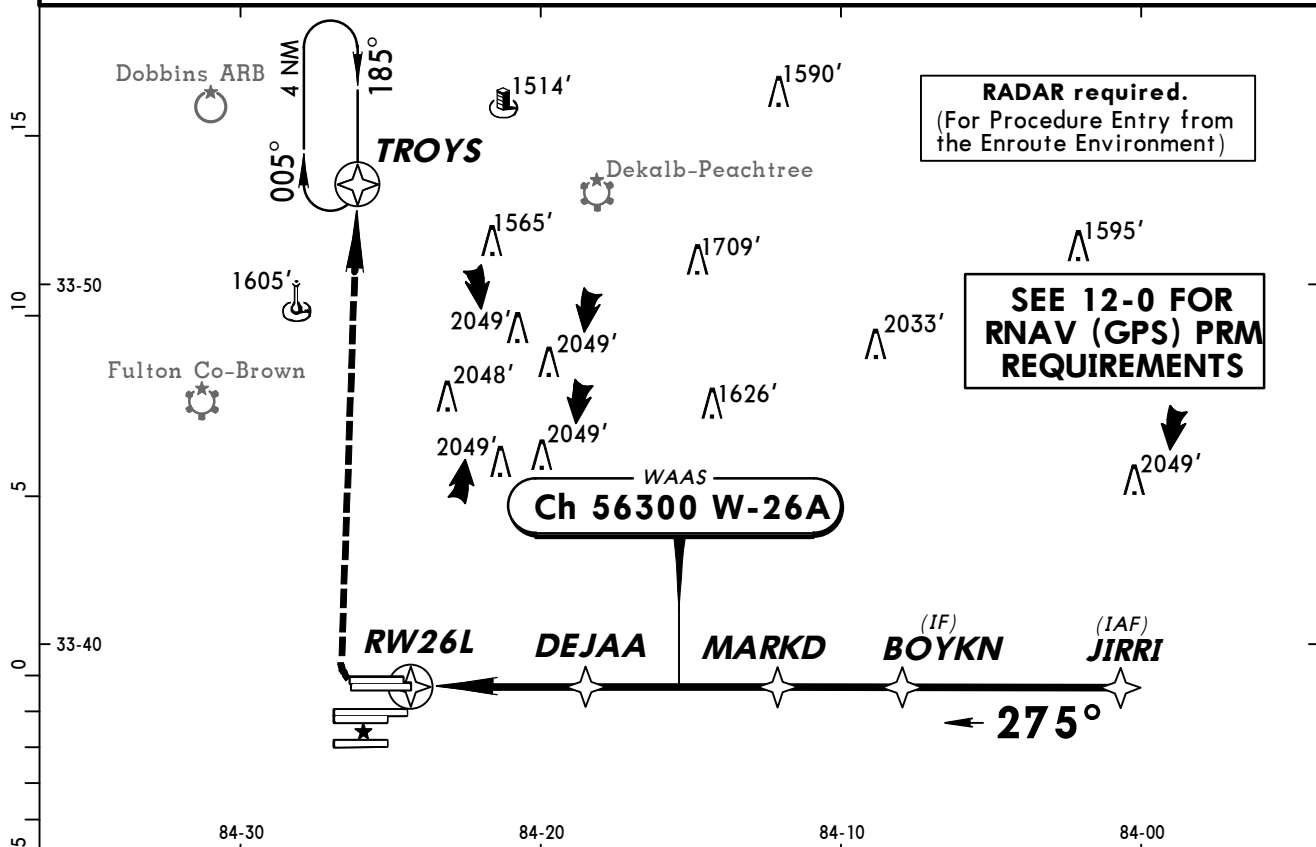
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BRIEFING STRIP™

D-ATIS Arrival	ATLANTA Approach (R)	ATLANTA Tower					Ground		
		Rwys 8R/26L	Rwys 8L/26R	Rwys 9L/27R	Rwys 9R/27L	Rwys 10/28	Rwys 8L/R, 26L/R	Rwys 9L/R, 27L/R	Rwys 10/28
119.65	127.9	125.32	119.1	123.85	119.3	119.5	121.9	121.75	121.65
		Monitor Frequency							
WAAS Ch 56300 W-26A		Final Apch Crs 275°	Minimum Alt DEJAA 2600' (1604')	LPV DA(H) 1281' (285')	Apt Elev 1026' TDZE 996'		3100' MSA RW26L		
MISSED APCH: Climb to 1500' then climbing RIGHT turn to 3500' direct TROYS and hold.									

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

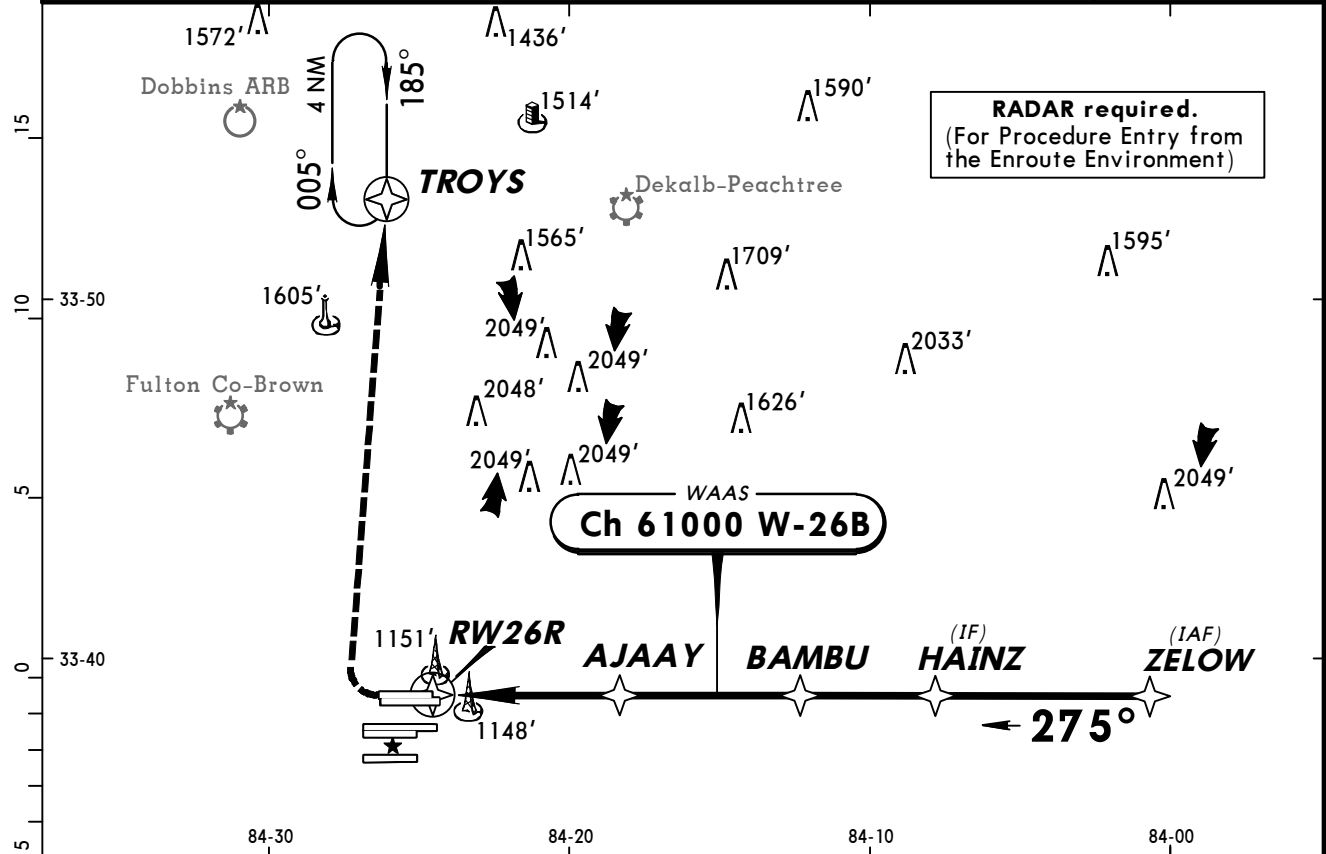
1. **Dual VHF comm required.** 2. Simultaneous close parallel approach authorized with ILS PRM and RNAV PRM Rwy 27R or 27L or 28, or Rwys 27R and 28, or Rwys 27L and 28. 3. See 12-0 for "Attention All Users of RNAV Precision Runway Monitor (PRM)". 4. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -7°C (20°F) or above 54°C (130°F). 5. DME/DME RNP-0.30 not authorized. 6. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations. 7. VGSI and RNAV glidepath not coincident.



Gnd speed-Kts	70	90	100	120	140	160	MALSR		1500'	3500'	D → TROYS
Glide Path Angle	3.00°	372	478	531	637	743	PAPI		↑	RT	
MAP at DA											

TERPS						STRAIGHT-IN LANDING RWY 26L					
LPV			LNAV/VNAV			RAIL out			ALS out		
DA(H) 1281' (285')			DA(H) 1360' (364')								
A											
B	RVR 24		RVR 40		RVR 45	RVR 35		RVR 40	RVR 60		
C	or 1/2		or 3/4		or 7/8	or 5/8		or 3/4	or 1/8		
D											

D-ATIS Arrival	ATLANTA Approach (R)	ATLANTA Tower						Ground		
		Rwys 8L/26R	Rwys 8R/26L	Rwys 9L/27R	Rwys 9R/27L	Rwys 10/28	Rwys 8L/R, 26L/R	Rwys 9L/R, 27L/R	Rwys 10/28	
119.65	127.9	119.1	125.32	123.85	119.3	119.5	121.9	121.75	121.65	
WAAS Ch 61000 W-26B		Final Apch Crs 275°		Minimum Alt AJAAY 2700' (1710')		LPV DA(H) 1190' (200')		Apt Elev 1026' TDZE 990'		3100' MSA RW26R
MISSED APCH: Climb to 1500' then climbing RIGHT turn to 3500' direct TROYS and hold.										
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -7°C (20°F) or above 54°C (130°F). 2. DME/DME RNP-0.30 not authorized. 3. Simultaneous approach authorized with Rwy 27R or 27L or 28, or Rwys 27R and 28. 4. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations. 5. LNAV procedure not authorized during simultaneous operations. 6. VGSI and RNAV glidepath not coincident.										



① LNAV only.

RW26R

TCH 55'

TDZE **990'**

1.3 NM to RW26R

AJAAY

BAMBU

HAINZ

ZELOW

2700'

4000'

5000'

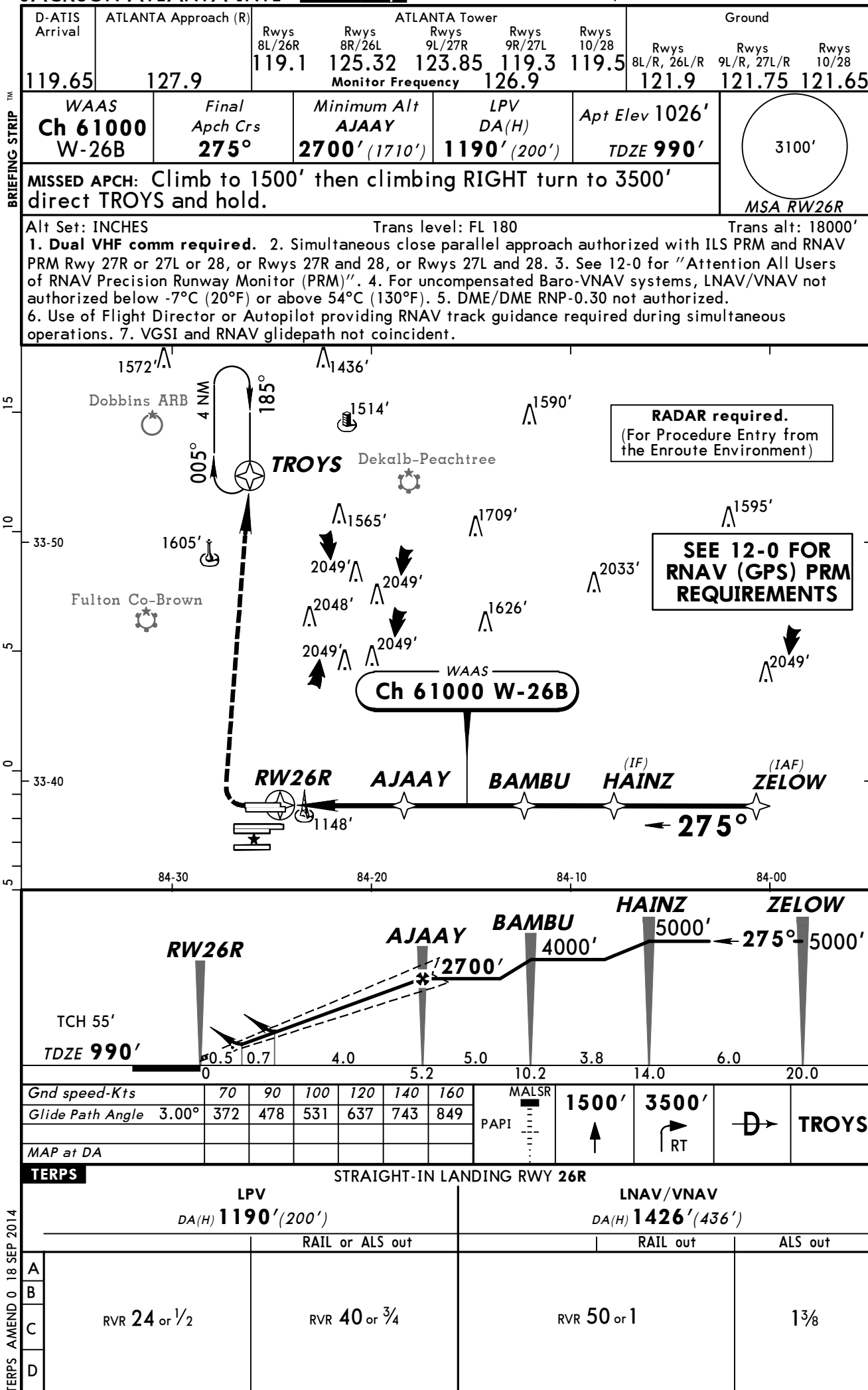
275°

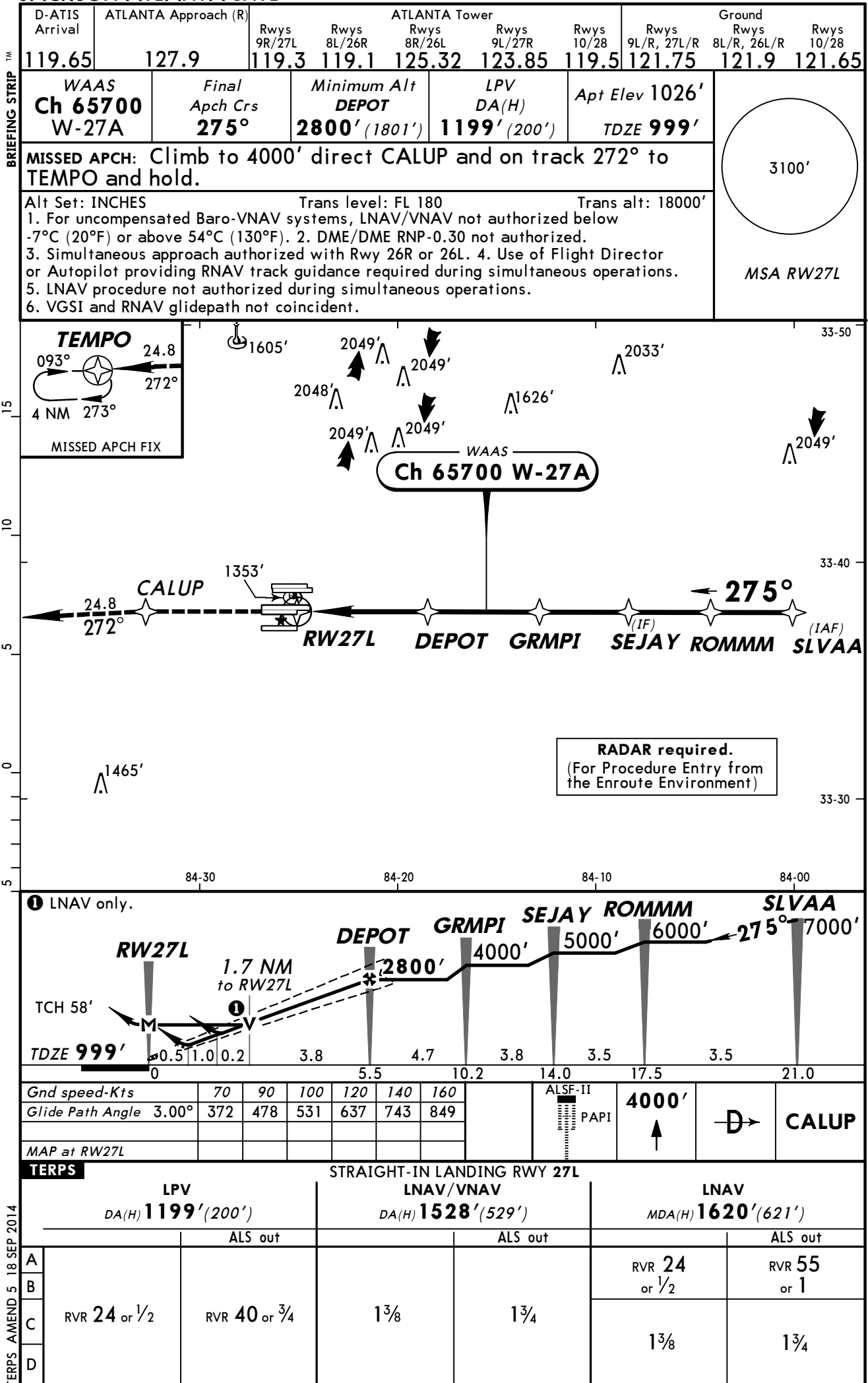
5000'

0.5 0.7 0.1 3.9 5.2 5.0 10.2 3.8 14.0 6.0 20.0

Gnd speed-Kts	70	90	100	120	140	160	MALSR PAPI	1500'	3500'	D →	TROYS
Glide Path Angle 3.00°	372	478	531	637	743	849		↑	RT		
MAP at RW26R											

TERPS		STRAIGHT-IN LANDING RWY 26R		LNAV	
LPV		LNAV/VNAV		LNAV	
DA(H) 1190' (200')		DA(H) 1426' (436')		MDA(H) 1460' (470')	
RAIL or ALS out		RAIL out		ALS out	
A					
B					
C	RVR 24 or 1/2	RVR 40 or 3/4	RVR 50 or 1	1 3/8	
D					

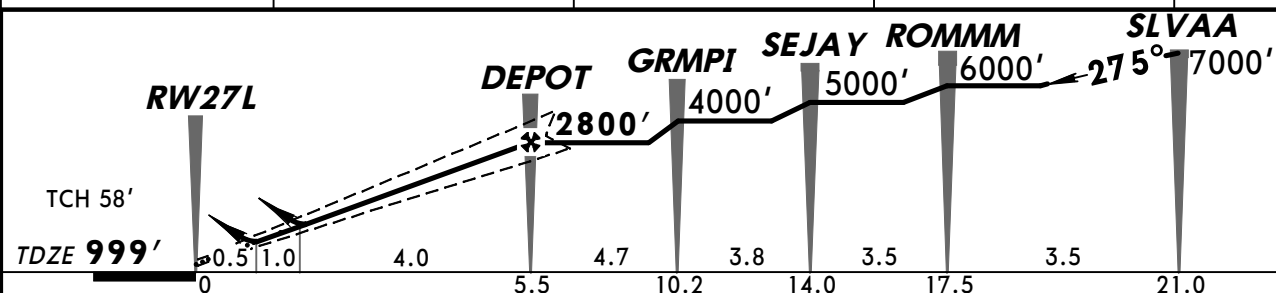
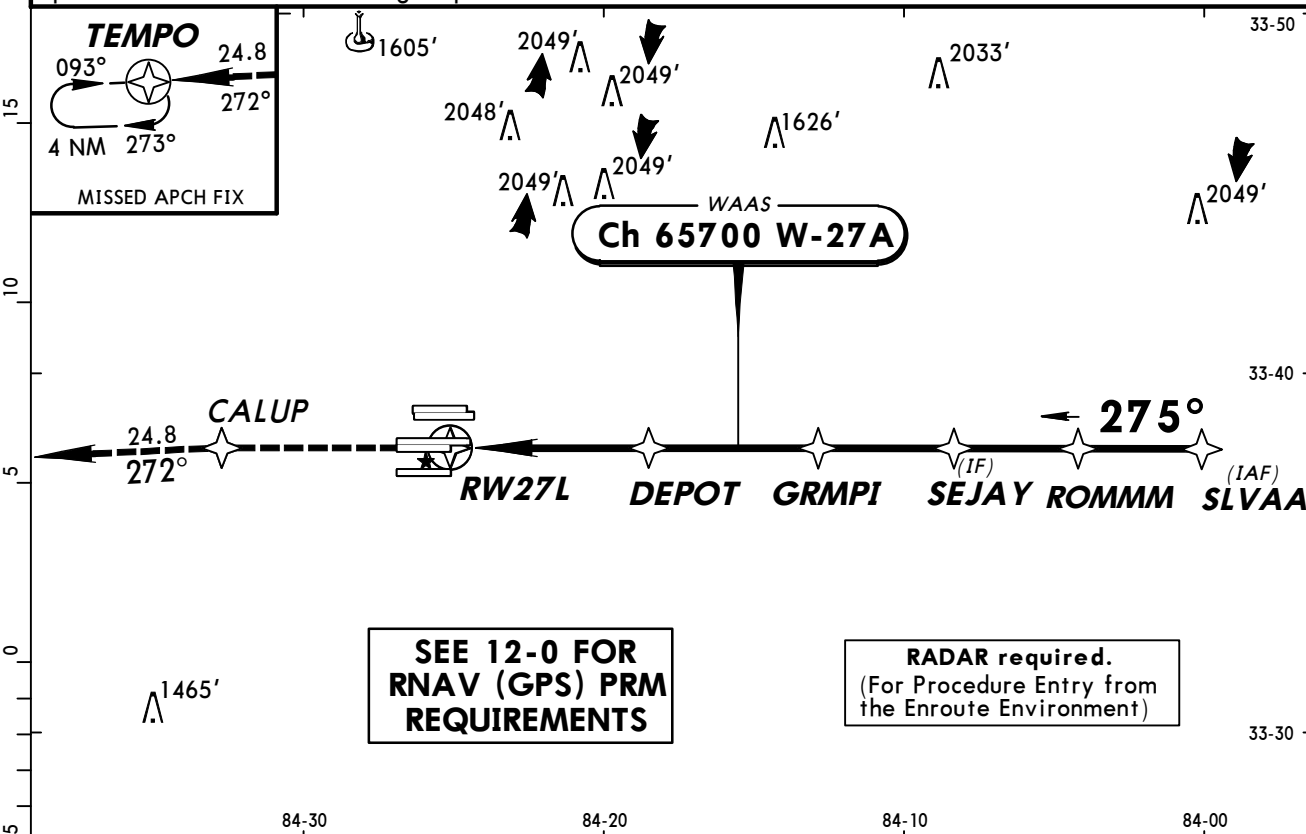




BRIEFING STRIP™	D-ATIS Arrival	ATLANTA Approach (R)	ATLANTA Tower					Ground			
			Rwys 9R/27L	Rwys 8L/26R	Rwys 8R/26L	Rwys 9L/27R	Rwys 10/28	Rwys 9L/R, 27L/R	Rwys 8L/R, 26L/R	Rwys 10/28	
	119.65	127.9	119.3	119.1	125.32	123.85	119.5	121.75	121.9	121.65	
			Monitor Frequency								
	WAAS Ch 65700 W-27A		Final Apch Crs 275°		Minimum Alt DEPOT 2800' (1801')		LPV DA(H) 1199' (200')		Apt Elev 1026' TDZE 999'		
MISSED APCH: Climb to 4000' direct CALUP and on track 272° to TEMPO and hold.										3100' MSA RW27L	

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

1. Dual VHF comm required. 2. Simultaneous close parallel approach authorized with ILS PRM and RNAV PRM Rwy 26R or 26L or 28, or Rwy 26R and 28, or Rwy 26L and 28. 3. See 12-0 for "Attention All Users of RNAV Precision Runway Monitor (PRM)". 4. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -7°C (20°F) or above 54°C (130°F). 5. DME/DME RNP-0.30 not authorized. 6. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations. 7. VGSI and RNAV glidepath not coincident.

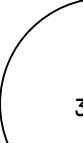


Gnd speed-Kts	70	90	100	120	140	160	ALSF-II PAPI	4000'	D→	CALUP
Glide Path Angle	3.00°	372	478	531	637	743				
MAP at DA										

TERPS		STRAIGHT-IN LANDING RWY 27L			
LPV		DA(H) 1199' (200')		LNAV/VNAV	
		ALS out		DA(H) 1528' (529')	
				ALS out	

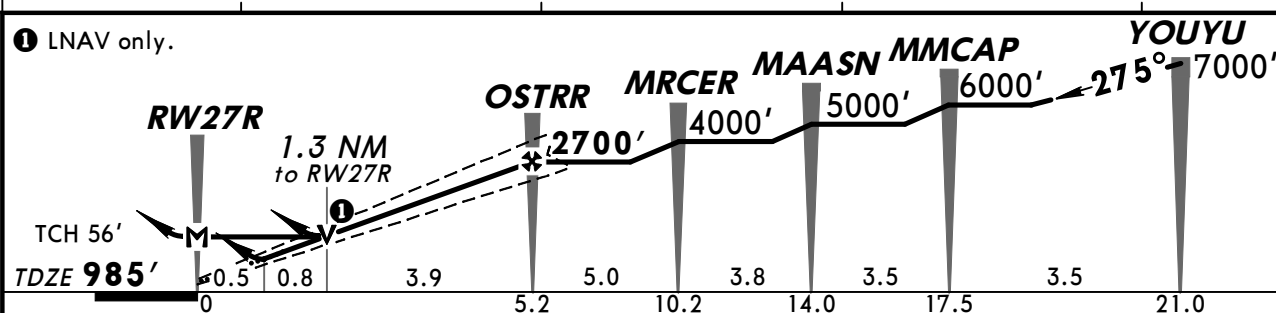
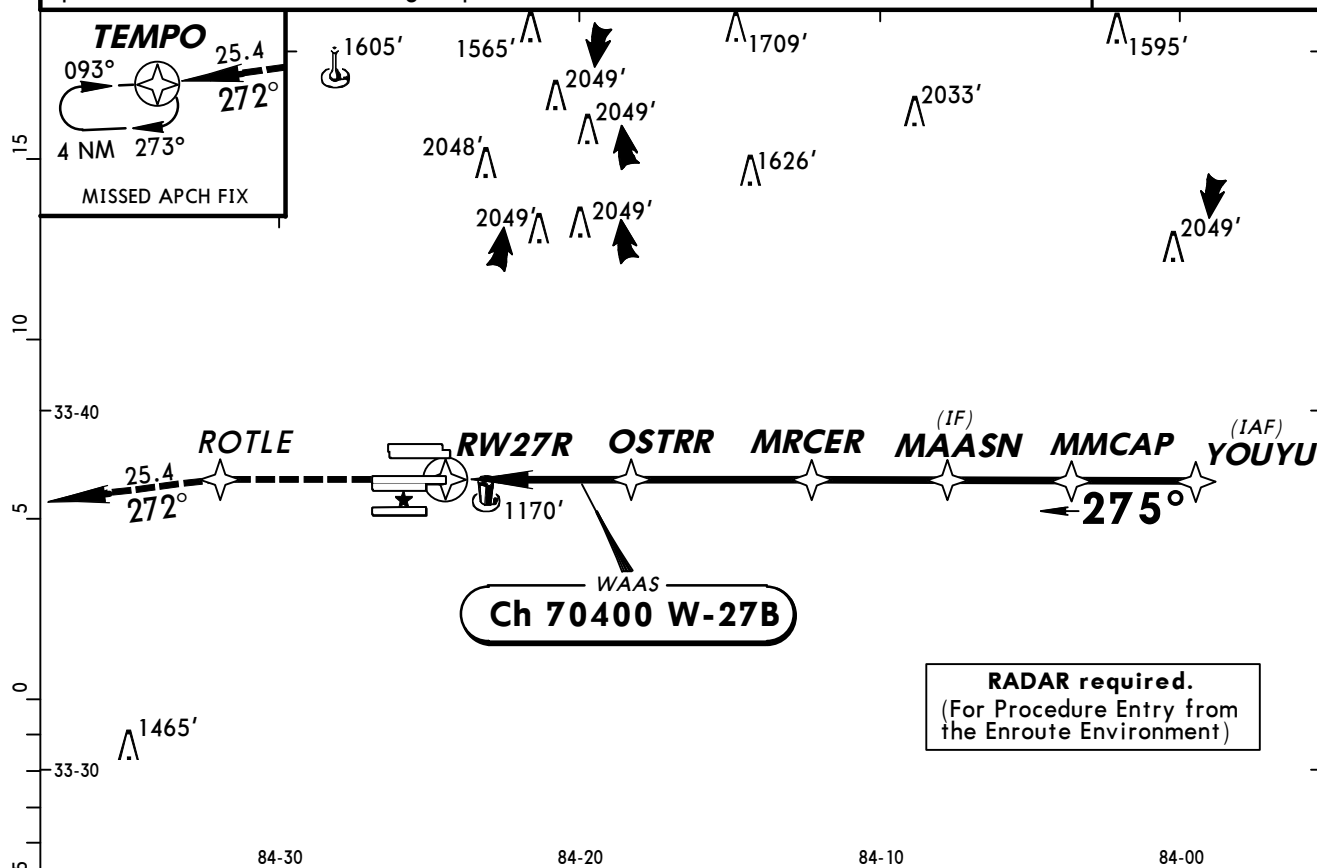
A				
B				
C	RVR 24 or 1/2	RVR 40 or 3/4	1 3/8	1 3/4
D				

BRIEFING STRIP TM



3100'

Alt Set: INCHES	Trans level: FL 180	Trans alt: 18000'
1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -7°C (20°F) or above 54°C (130°F). 2. DME/DME RNP-0.30 not authorized. 3. Simultaneous approach authorized with Rwy 26R or 26L or 28, or Rwy 26R and 28. 4. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations. 5. LNAV procedure not authorized during simultaneous operations. 6. VGSI and RNAV glidepath not coincident.		



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

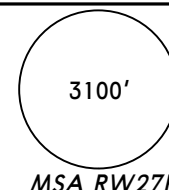
TERPS		STRAIGHT-IN LANDING RWY 27R			
LPV DA(H) 1185'(200')		LNAV/VNAV DA(H) 1461'(476')		LNAV MDA(H) 1460'(475')	
ALS out		ALS out		ALS out	
A	RVR 40 or 3/4	1 3/8	1 1/2	RVR 40 or 3/4	RVR 55 or 1
B				RVR 60 or 1 1/8	1 3/8
C			1 5/8		
D					

KATL/ATL HARTSFIELD-JACKSON ATLANTA INTL

12 SEP 14 **12-9A** RNAV (GPS) PRM Rwy 27R
(SIMULTANEOUS CLOSE PARALLEL)

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

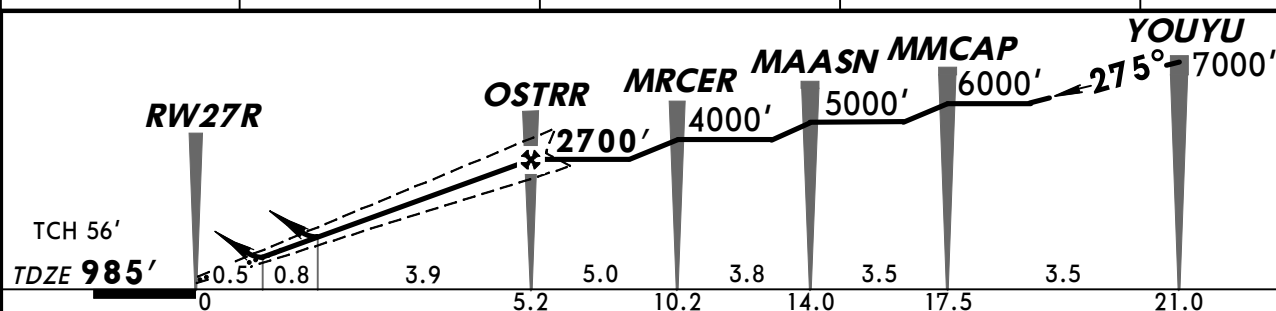
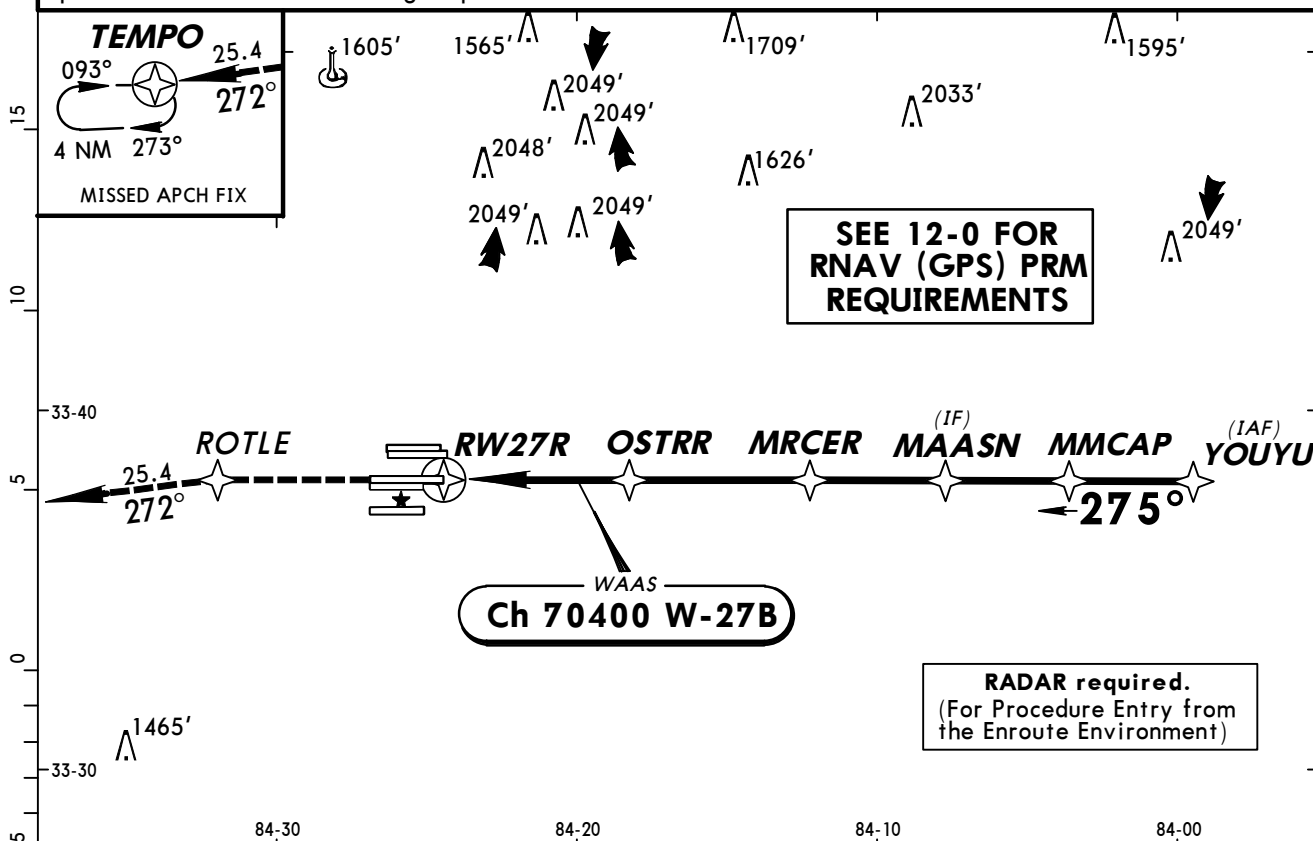
WAAS Ch 70400 W-27B	Final Apch Crs 275°	Minimum Alt OSTRR 2700' (1715')	LPV DA(H) 1185' (200')	Apt Elev 1026' TDZE 985'
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MISSED APCH: Climb to 4000' direct ROTLE and on track 272° to TEMPO and hold.

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

1. **Dual VHF comm required.** 2. Simultaneous close parallel approach authorized with ILS PRM and RNAV PRM Rwy 26R or 26L or 28, or Rwy 26R and 28, or Rwy 26L and 28. 3. See 12-0 for "Attention All Users of RNAV Precision Runway Monitor (PRM)". 4. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -7°C (20°F) or above 54°C (130°F). 5. DME/DME RNP-0.30 not authorized. 6. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations. 7. VGSI and RNAV glidepath not coincident.



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

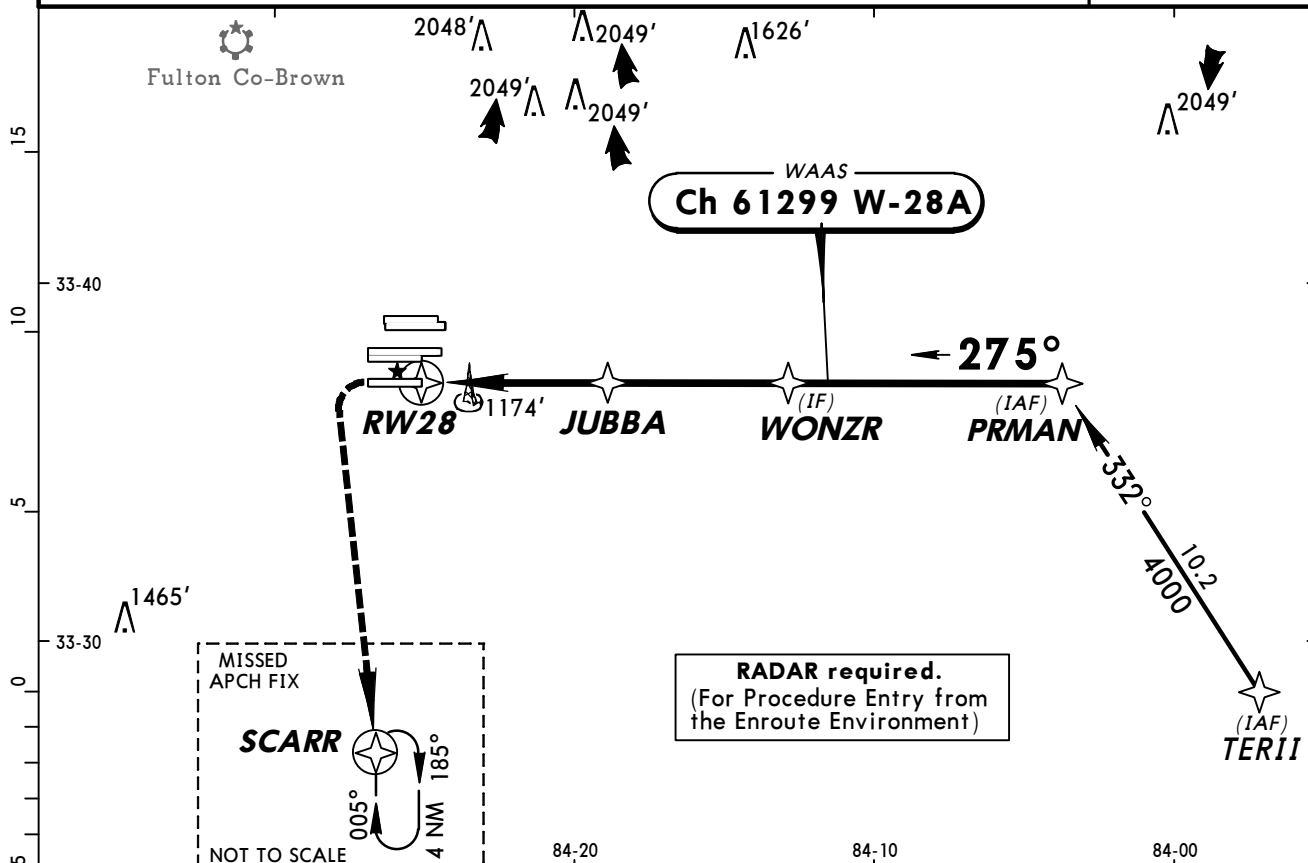
TERPS				STRAIGHT-IN LANDING RWY 27R			
LPV				LNAV/VNAV			
DA(H) 1185' (200')				DA(H) 1461' (476')			
ALS out				ALS out			
A							
B							1½
C	RVR 40 or ¾			1⅜			
D							1⅝

CHANGES: New procedure.

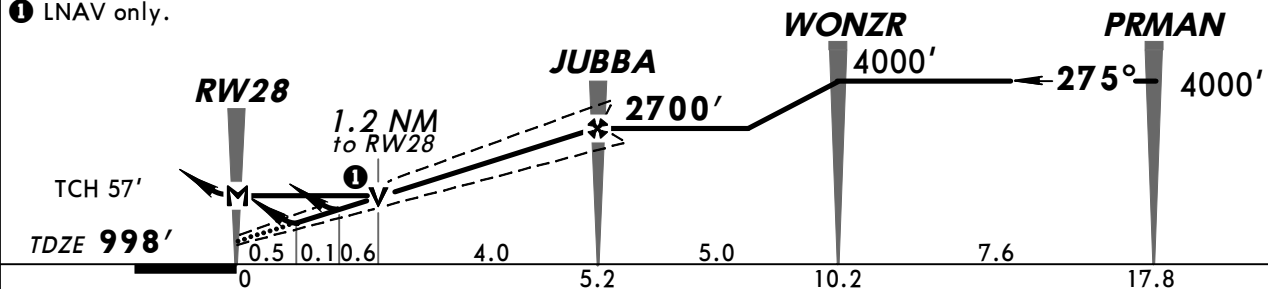
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BRIEFING STRIP™

D-ATIS Arrival	ATLANTA Approach (R)	Rwys 10/28	Rwys 8L/26R	ATLANTA Tower Rwys 8R/26L	Rwys 9L/27R	Rwys 9R/27L	Rwys 10/28	Ground Rwys 8L/R, 26L/R	Rwys 9L/R, 27L/R
119.65	127.9	119.5	119.1	125.32	123.85	119.3	121.65	121.9	121.75
WAAS Ch 61299 W-28A		Final Apch Crs 275°		Minimum Alt JUBBA 2700' (1702')		LPV DA(H) 1198' (200')		Apt Elev 1026' TDZE 998'	
MISSED APCH: Climb to 1500' then climbing LEFT turn to 3000' direct SCARR and hold.									3100' MSA RW28
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -7°C (20°F) or above 54°C (130°F). 2. DME/DME RNP-0.30 not authorized. 3. Simultaneous approach authorized with Rwy 26R or 26L or 27R, or Rwys 26R and 27R. 4. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations. 5. LNAV procedure not authorized during simultaneous operations.									



① LNAV only.



Gnd speed-Kts	70	90	100	120	140	160	ALSIF-II	1500'	3000'	SCARR
Glide Path Angle	3.00°	372	478	531	637	743	849	↑	LT	
MAP at RW28										

TERPS						STRAIGHT-IN LANDING RWY 28					
LPV			LNAV/VNAV			LNAV					
DA(H) 1198' (200')			DA(H) 1250' (252')			MDA(H) 1440' (442')					
ALS out			ALS out			ALS out					
A											
B											
C	RVR 24 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2	RVR 40 or 3/4		RVR 24 or 1/2	RVR 55 or 1		RVR 45 or 7/8	1 3/8	
D											

KATL/ATL HARTSFIELD- JACKSON ATLANTA INTL 12 SEP 14 Eff 18 Sep 12-10A RNAV (GPS) PRM Y Rwy 28 (SIMULTANEOUS CLOSE PARALLEL) ATLANTA, GA

BRIEFING STRIP	D-ATIS Arrival	ATLANTA Approach (R)	ATLANTA Tower					Ground		
			Rwys 10/28	Rwys 8L/26R	Rwys 8R/26L	Rwys 9L/27R	Rwys 9R/27L	Rwys 10/28	Rwys 8L/R, 26L/R	Rwys 9L/R, 27L/R
	119.65	127.9	119.5	119.1	125.32	123.85	119.3	121.65	121.9	121.75
			Monitor Frequency 133.42							

WAAS Ch 61299 W-28A	Final Apch Crs 275°	Minimum Alt JUBBA 2700' (1702')	LPV DA(H) 1198' (200')	Apt Elev 1026' TDZE 998'	3100'
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MISSED APCH: Climb to 1500' then climbing LEFT turn to 3000' direct SCARR and hold.

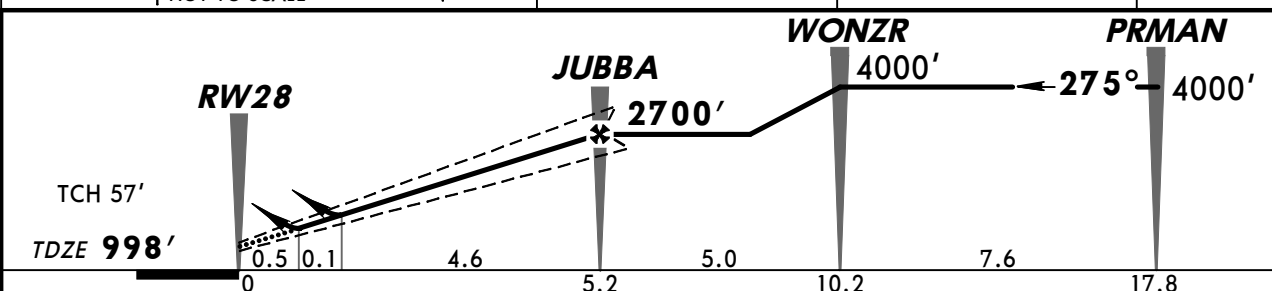
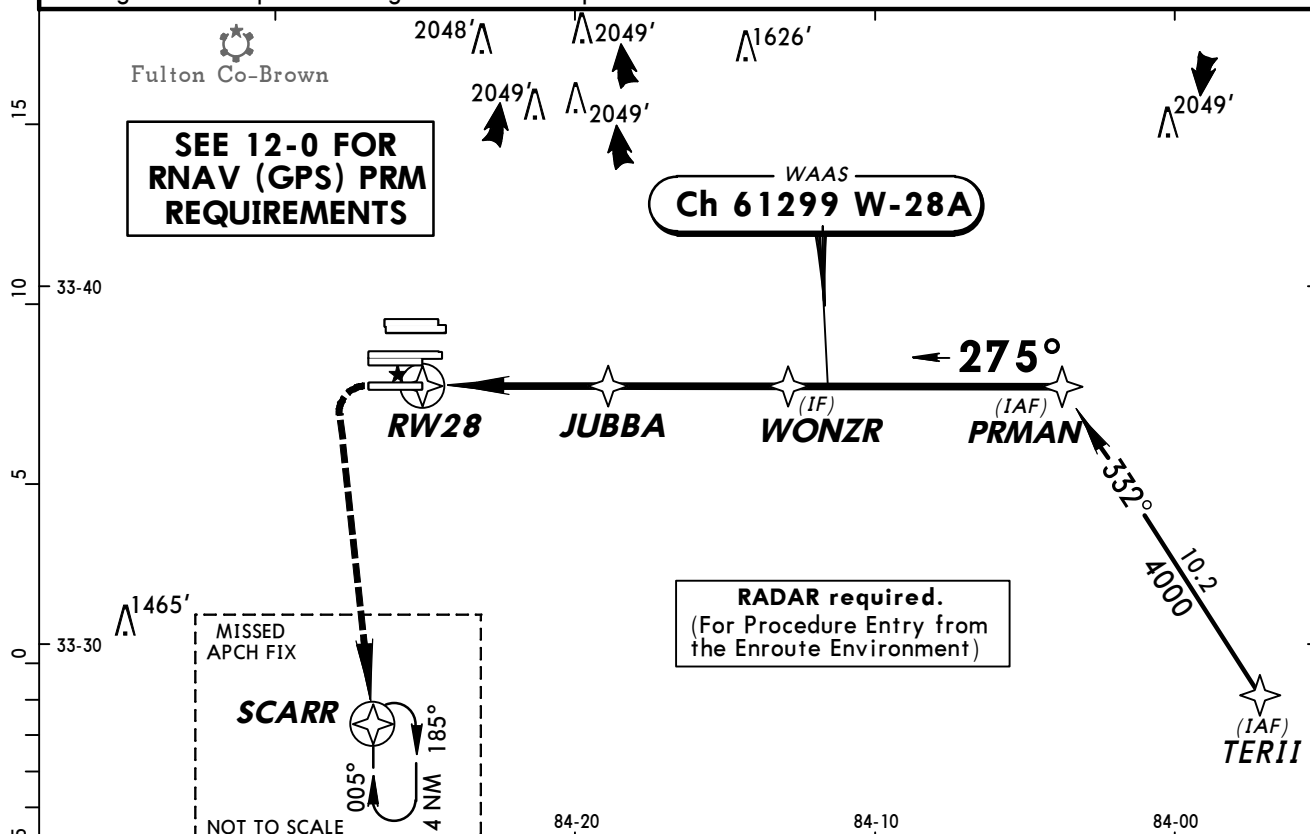
MSA RW28

Alt Set: INCHES

Trans level: FL 180

Trans alt: 18000'

1. Dual VHF comm required. 2. Simultaneous close parallel approach authorized with ILS PRM and RNAV PRM Rwy 26R or 26L or 27R or 27L, or Rwys 26R and 27R, or Rwys 26R and 27L, or Rwys 26L and 27R, or Rwys 26L and 27L. 3. See 12-0 for "Attention All Users of RNAV Precision Runway Monitor (PRM)". 4. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -7°C (20°F) or above 54°C (130°F). 5. DME/DME RNP-0.30 not authorized. 6. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations.



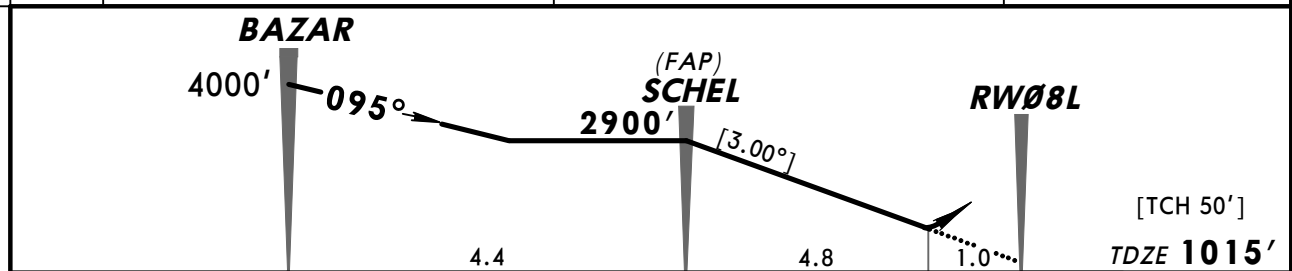
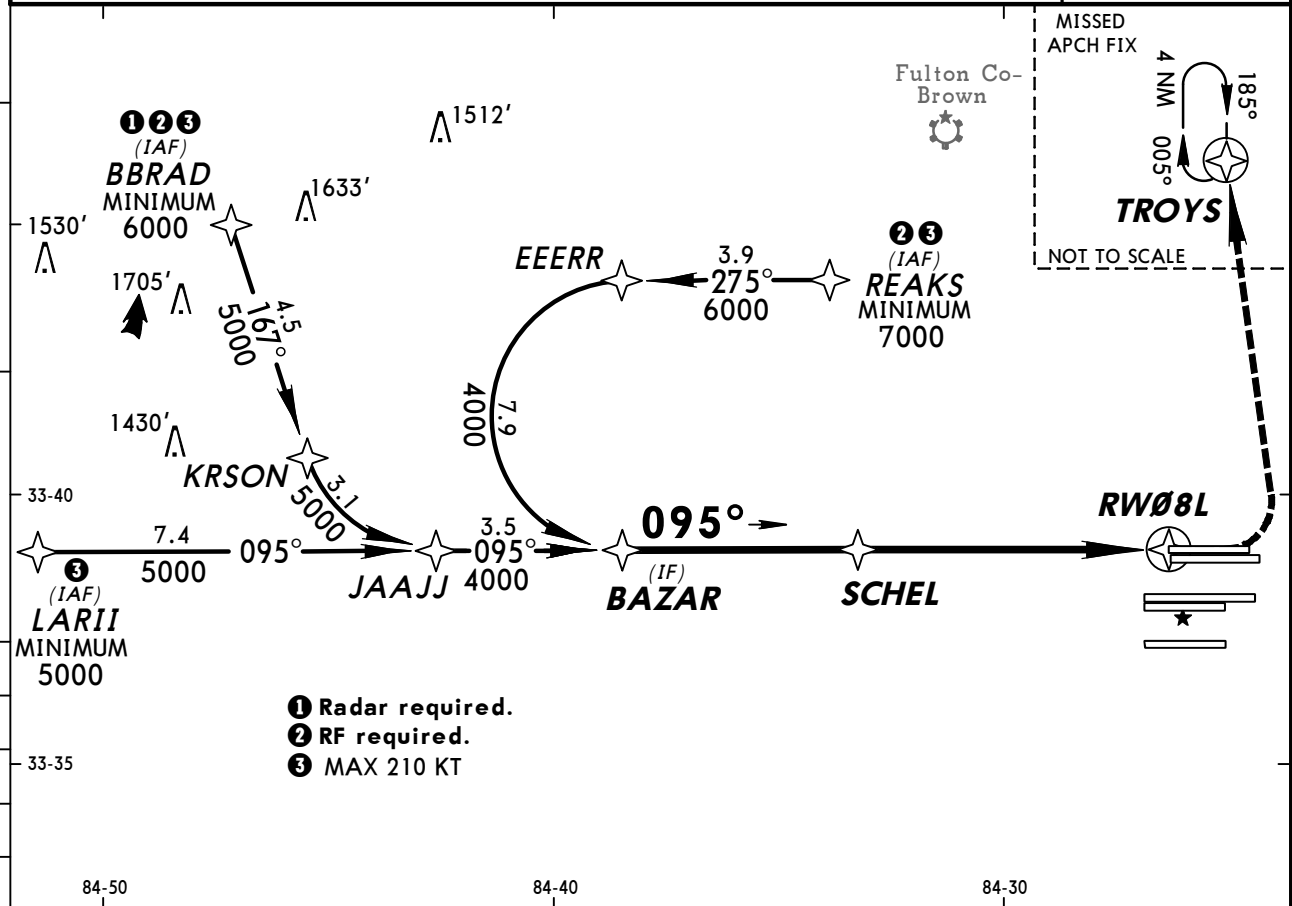
Gnd speed-Kts	70	90	100	120	140	160	ALSF-II	1500'	3000'	SCARR
Glide Path Angle 3.00°	372	478	531	637	743	849		↑	LT	→
MAP at DA										

TERPS				STRAIGHT-IN LANDING RWY 28			
LPV		LNAV/VNAV		ALS out		ALS out	
DA(H) 1198' (200')		DA(H) 1250' (252')					
A							
B							
C	RVR 24 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2	RVR 40 or 3/4			
D							

CHANGES: New procedure.

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D-ATIS Arrival	ATLANTA Approach (R)	ATLANTA Tower					Ground		
		Rwys 8L/26R	Rwys 8R/26L	Rwys 9L/27R	Rwys 9R/27L	Rwys 10/28	Rwys 8L/R, 26L/R	Rwys 9L/R, 27L/R	Rwys 10/28
119.65	127.9	119.1	125.32	123.85	119.3	119.5	121.9	121.75	121.65
RNAV	Final Apch Crs 095°	Minimum Alt SCHL 2900' (1885')	RNP 0.15 DA(H) 1367' (352')		Apt Elev 1026' TDZE 1015'		3200' MSA RW08L		
MISSED APCH: Climb to 1500' then climbing LEFT turn to 3500' direct TROYS and hold.									
Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'					
1. AUTHORIZATION REQUIRED. 2. GPS required. 3. For uncompensated Baro-VNAV systems, procedure not authorized below -7°C (20°F) or above 54°C (130°F). 4. Simultaneous approach authorized with Rwy 9L or 9R or 10, or Rwys 9L and 10 - Arrivals from BBRAD and REAKS not authorized during simultaneous triple approaches. 5. VGSI and RNAV glidepath not coincident.									



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II	1500'	3500'	TROYS
Descent Angle [3.00°]	372	478	531	637	743	849	PAPI	↑	LT	→
MAP at DA										

TERPS	STRAIGHT-IN LANDING RWY 8L			
	RNP 0.15		RNP 0.30	
	DA(H) 1367' (352')		DA(H) 1435' (420')	
	ALS out		ALS out	
A				
B				
C	RVR 40 or 3/4		RVR 47 or 7/8	
D	RVR 58 or 1 1/8		RVR 1 3/8	

KATL/ATL HARTSFIELD- JACKSON ATLANTA INTL

12 SEP 14

Eff 18 Sep

12-21

JEPPESSEN

ATLANTA, GA

RNAV (RNP) Z Rwy 10

D-ATIS Arrival	ATLANTA Approach (R)	Rwys 10/28	Rwys 8L/26R	ATLANTA Tower Rwys 8R/26L	Rwys 9L/27R	Rwys 9R/27L	Rwys 10/28	Ground 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 095°	Minimum Alt ZMANN 2700' (1700')	RNP 0.11 DA(H) 1291' (291')	Apt Elev 1026' TDZE 1000'	
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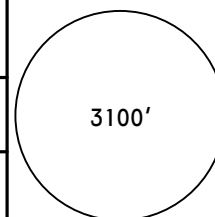
MISSED APCH: Climb to 1500' then climbing RIGHT turn to 3000' direct SCARR and hold.

Alt Set: INCHES

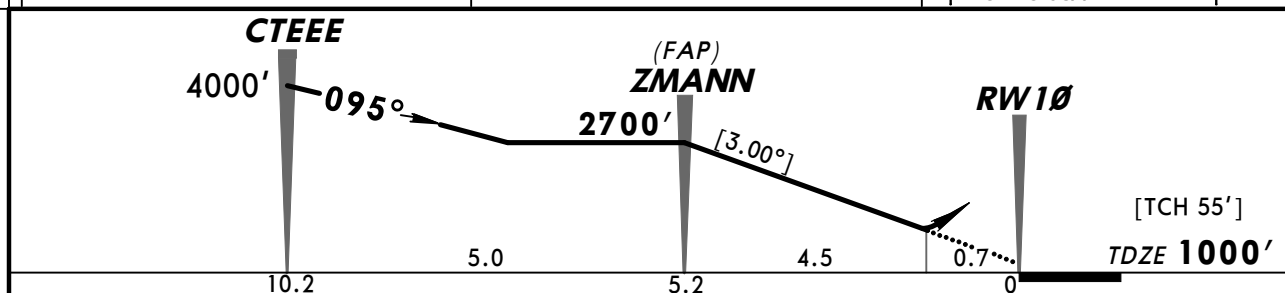
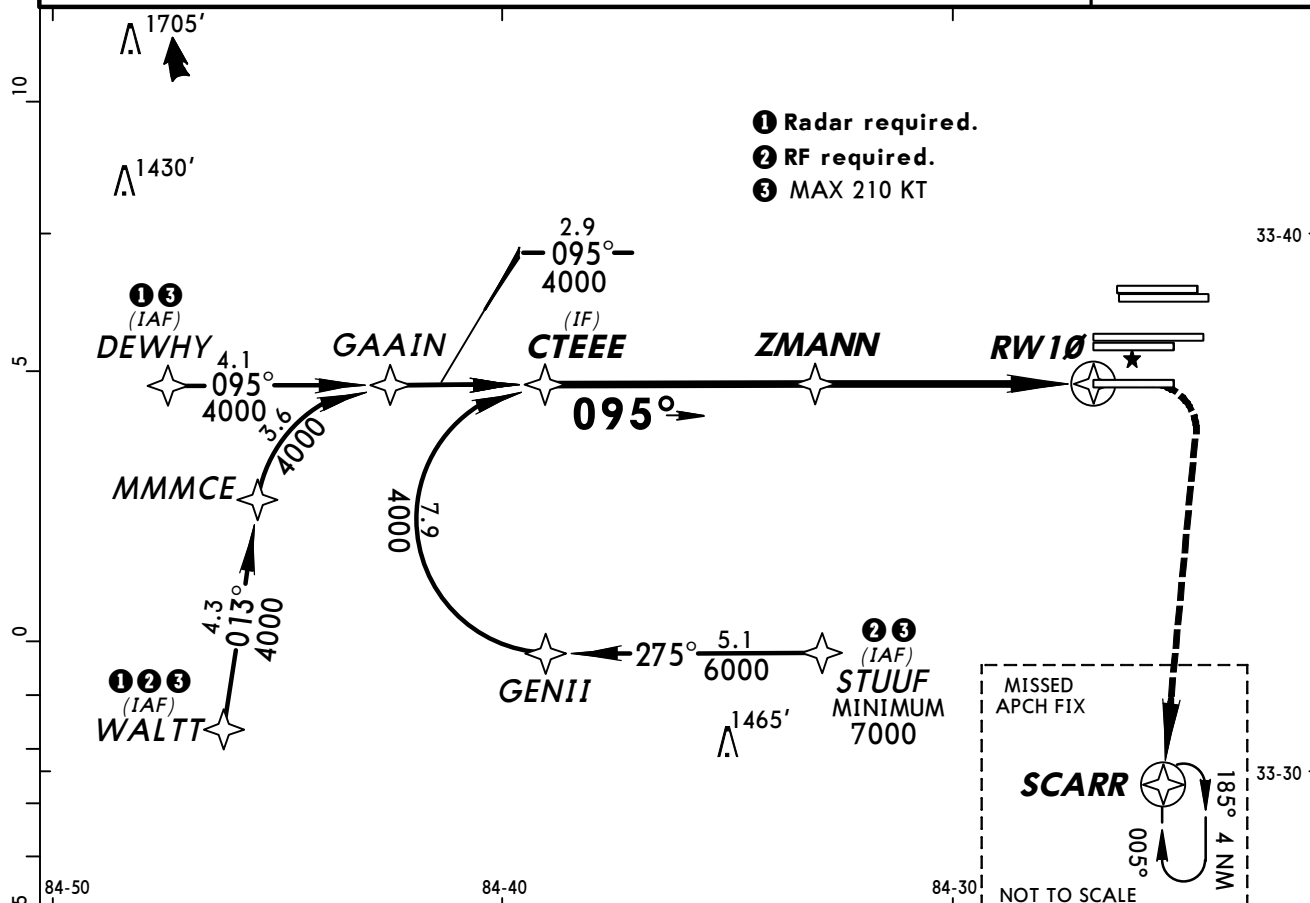
Trans level: FL 180

Trans alt: 18000'

1. **AUTHORIZATION REQUIRED.** 2. **GPS required.** 3. For uncompensated Baro-VNAV systems, procedure not authorized below -7°C (20°F) or above 54°C (130°F). 4. Simultaneous approach authorized with Rwy 8L or 8R or 9L, or Rwys 8L and 9L - Arrivals from STUUF and WALTT not authorized. 5. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations.



MSA RW10



Gnd speed-Kts	70	90	100	120	140	160	ALS-II	1500'	3000'	→	SCARR
Descent Angle [3.00°]	372	478	531	637	743	849					
MAP at DA											

TERPS				STRAIGHT-IN LANDING RWY 10			
RNP 0.11 DA(H) 1291' (291')		RNP 0.30 DA(H) 1503' (503')		ALS out		ALS out	
A							
B							
C	RVR 24 or 1/2			RVR 45 or 7/8		1 1/4	1 5/8
D							

CHANGES: New procedure.

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TERPS AMEND 0 18 SEP 2014

KATL/ATL HARTSFIELD- JACKSON ATLANTA INTL

12 SEP 14

Eff 18 Sep

12-22

JEPPESSEN

ATLANTA, GA

RNAV (RNP) Z Rwy 26R

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

RNAV	Final Apch Crs	Minimum Alt	RNP 0.30 DA(H)	Apt Elev
	275°	2700' (1710')	1411' (421')	1026'
				TDZE 990'

MISSED APCH: Climb to 1500' then climbing RIGHT turn to 3500' direct TROYS and hold.

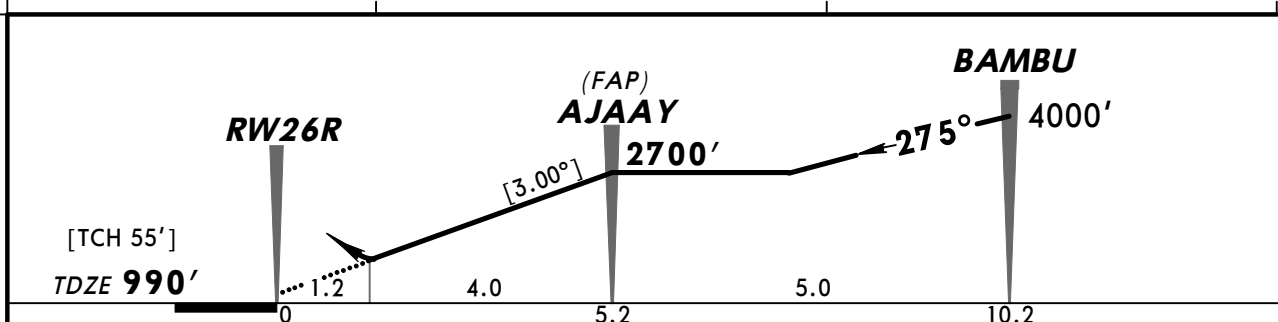
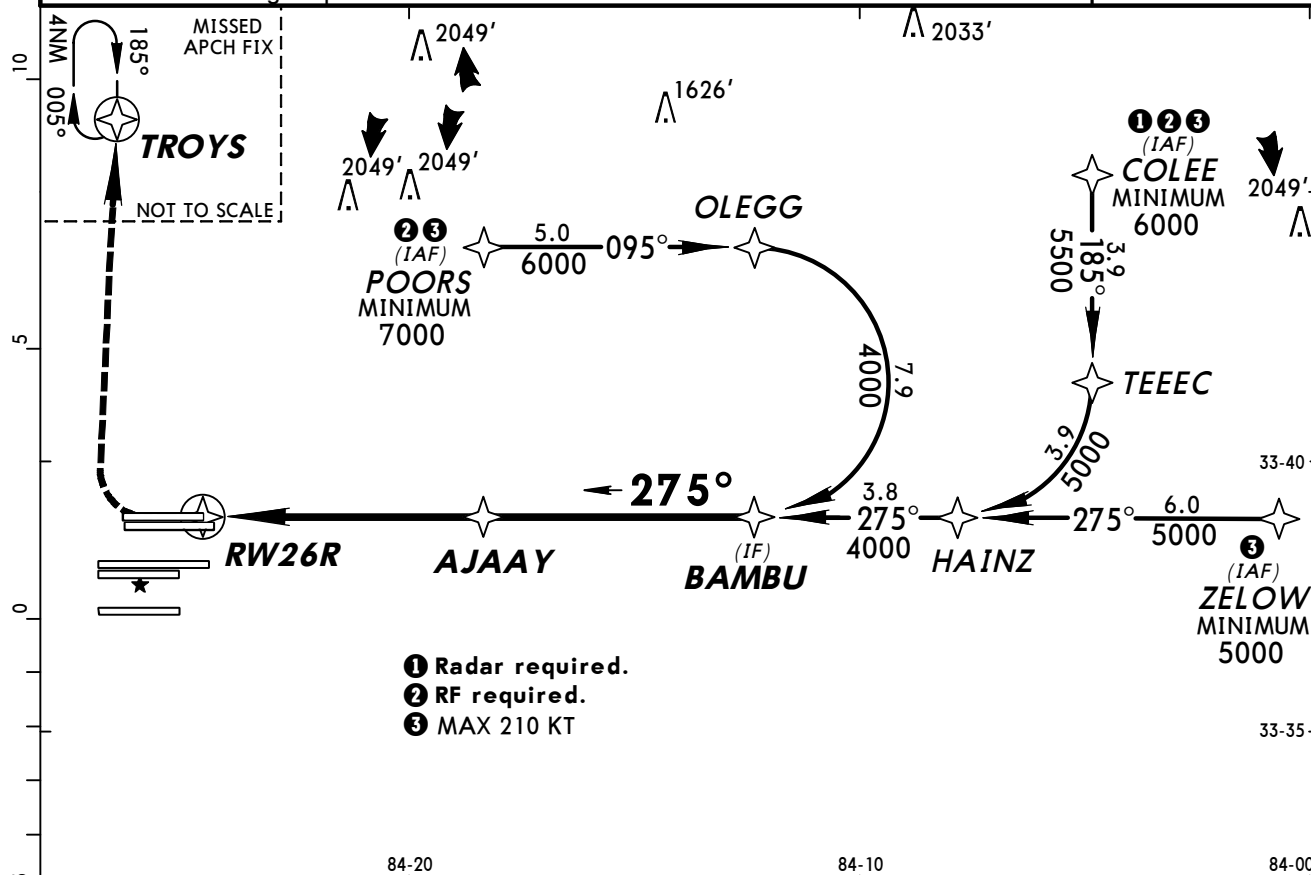
Alt Set: INCHES

Trans level: FL 180

Trans alt: 18000'

- AUTHORIZATION REQUIRED.**
- GPS required.**
- For uncompensated Baro-VNAV systems, procedure not authorized below -7°C (20°F) or above 54°C (130°F).
- Simultaneous approach authorized with Rwy 27R or 27L or 28, or Rwys 27R and 28 - Arrivals from POORS and COLEE not authorized during simultaneous triple approaches.
- VGSI and RNAV glidepath not coincident.

MSA RW26R



Gnd speed-Kts	70	90	100	120	140	160	MALSR	1500'	3500'	→	TROYS
Descent Angle [3.00°]	372	478	531	637	743	849	PAPI	↑	↻		
MAP at DA											

TERPS

STRAIGHT-IN LANDING RWY 26R

RNP 0.30

DA(H) **1411'** (421')

	RAIL out	ALS out
A		
B		
C	RVR 46 or 7/8	RVR 50 or 1
D		1 3/8

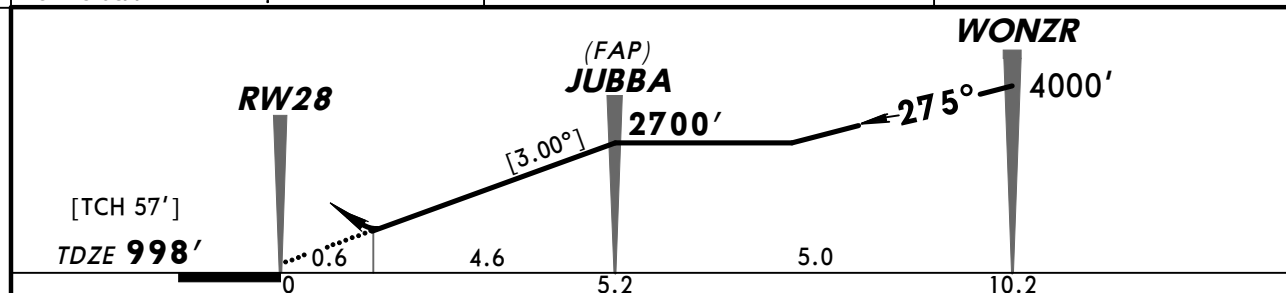
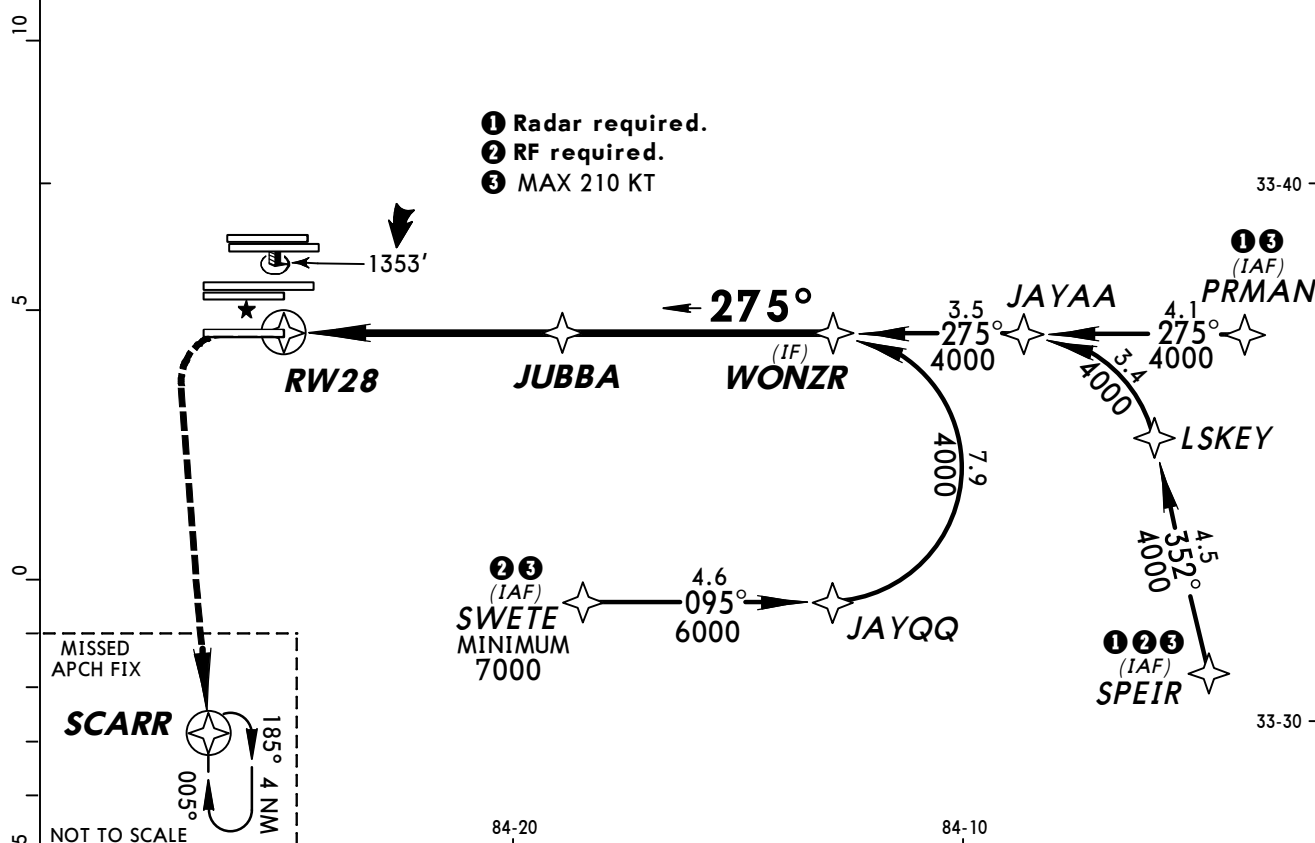
CHANGES: New procedure.

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TERPS AMEND 0 18 SEP 2014

BRIEFING STRIP™

D-ATIS Arrival	ATLANTA Approach (R)	ATLANTA Tower					Ground		
		Rwys 10/28	Rwys 8R/26L	Rwys 8L/26R	Rwys 9L/27R	Rwys 9R/27L	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 275°	Minimum Alt JUBBA 2700' (1702')	RNP 0.11 DA(H) 1249' (251')	Apt Elev 1026' TDZE 998'	3200' MSA RW28				
MISSED APCH: Climb to 1500' then climbing LEFT turn to 3000' direct SCARR and hold.									
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'									
1. AUTHORIZATION REQUIRED. 2. GPS required. 3. For uncompensated Baro-VNAV systems, procedure not authorized below -7°C (20°F) or above 54°C (130°F). 4. Simultaneous approach authorized with Rwy 26R or 26L or 27R, or Rwys 26R and 27R - Arrivals from SWETE and SPEIR not authorized. 5. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations.									



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II	1500'	3000'	SCARR
Descent Angle [3.00°]	372	478	531	637	743	849		↑	LT	→
MAP at DA										

TERPS				STRAIGHT-IN LANDING RWY 28			
RNP 0.11		RNP 0.30		ALS out		ALS out	
DA(H) 1249' (251')		DA(H) 1293' (295')					
A							
B							
C	RVR 24 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2	RVR 46 or 7/8			
D							

ATLANTA, GA (HARTSFIELD - JACKSON ATLANTA I - KATL)

TERMINAL CHART CHANGE NOTICES

Chart Change Notices for Airport KATL

Type: Terminal

Effectivity: Permanent

Begin Date: Immediately

End Date: No end date

(11-1) ILS or LOC Rwy 8L: Amendment number changed to 5A. Procedure Amendment Reference Date: 11 DEC 2014.