

## List of pages in this Trip Kit

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## General Information

Location: ATLANTA GA USA  
ICAO/IATA: KATL / ATL  
Lat/Long: N33° 38.20', W084° 25.67'  
Elevation: 1026 ft

Airport Use: Public  
Daylight Savings: Observed  
UTC Conversion: +5:00 = UTC  
Magnetic Variation: 5.0° 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: No  
Beacon: Yes

Sunrise: 1036 Z  
Sunset: 0032 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, 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: 125.550 Departure Service  
ATIS: 119.650 Arrival Service  
Atlanta Tower: 123.850  
Atlanta Tower: 125.325  
Atlanta Tower: 132.550  
Atlanta Tower: 133.425  
Atlanta Tower: 119.500  
Atlanta Tower: 119.300  
Atlanta Tower: 119.100

Atlanta Ground: 121.650  
Atlanta Ground: 121.750  
Atlanta Ground: 121.900  
Ramp Control Ramp/Taxi: 128.975  
Ramp Control Ramp/Taxi: 129.250  
Ramp Control Ramp/Taxi: 131.450  
Ramp Control Ramp/Taxi: 129.275  
Ramp Control Ramp/Taxi: 131.875  
Ramp Control Ramp/Taxi: 129.375  
Ramp Control Ramp/Taxi: 131.375  
Ramp Control Ramp/Taxi: 131.850  
Ramp Control Ramp/Taxi: 129.400  
Ramp Control Ramp/Taxi: 130.075  
Ramp Control Ramp/Taxi: 130.775  
Atlanta Clearance Delivery: 118.100  
Atlanta Approach: 135.375  
Atlanta Approach: 128.000  
Atlanta Approach: 127.900 Initial Contact  
Atlanta Approach: 124.600  
Atlanta Approach: 127.250  
Atlanta Departure: 121.225  
Atlanta Departure: 133.475  
Atlanta Departure: 125.650  
Atlanta UNICOM: 122.950





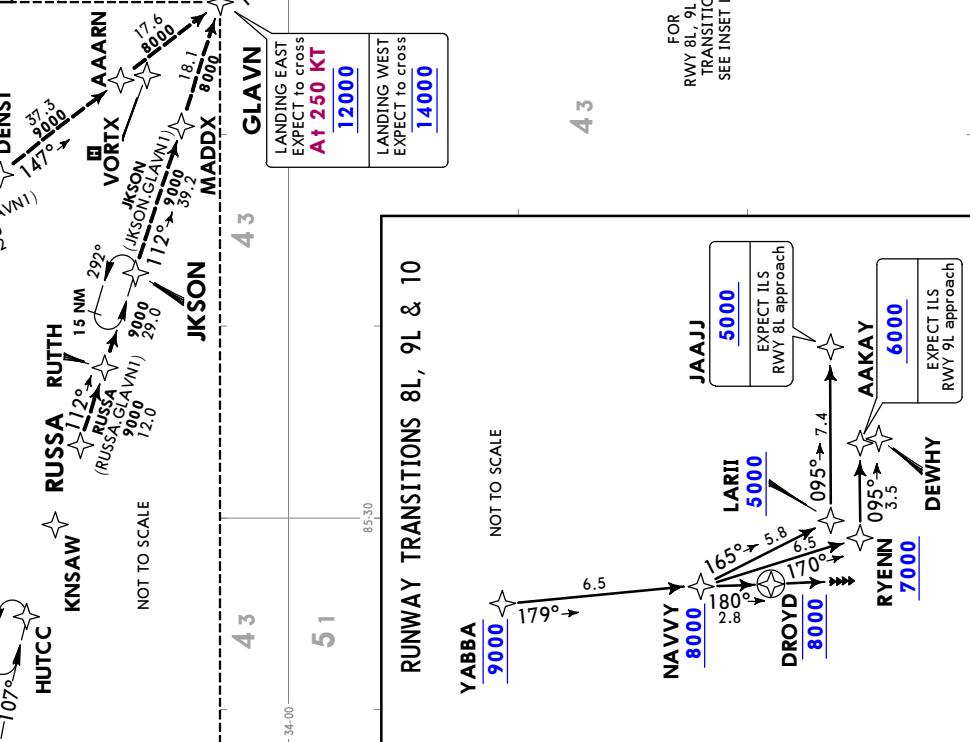
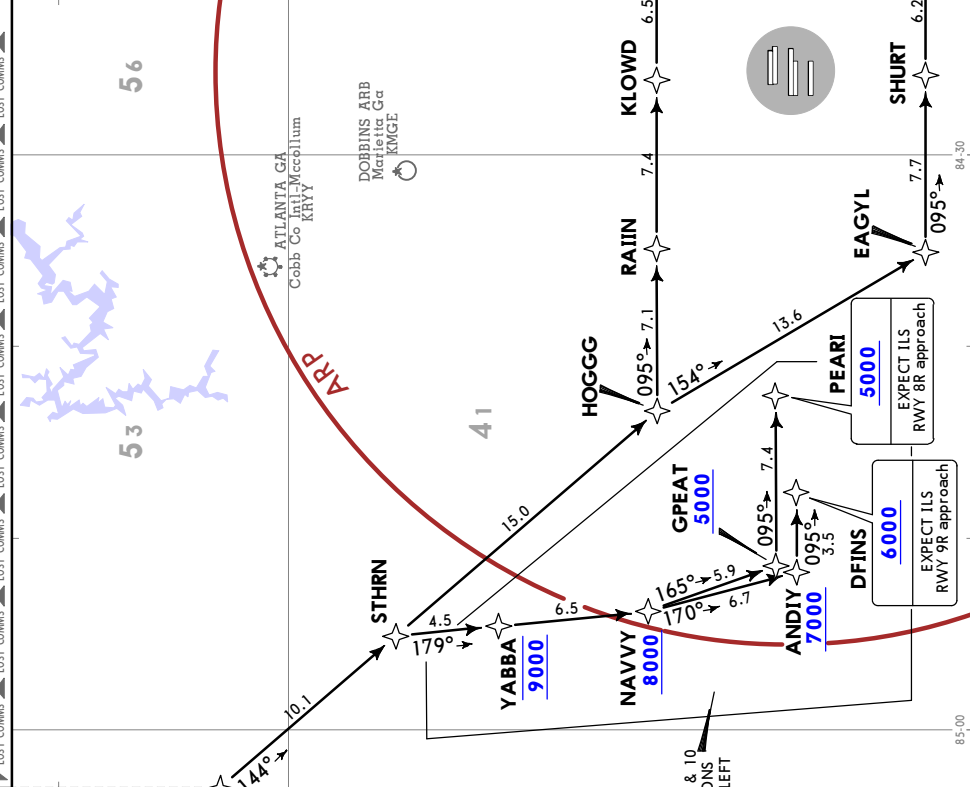
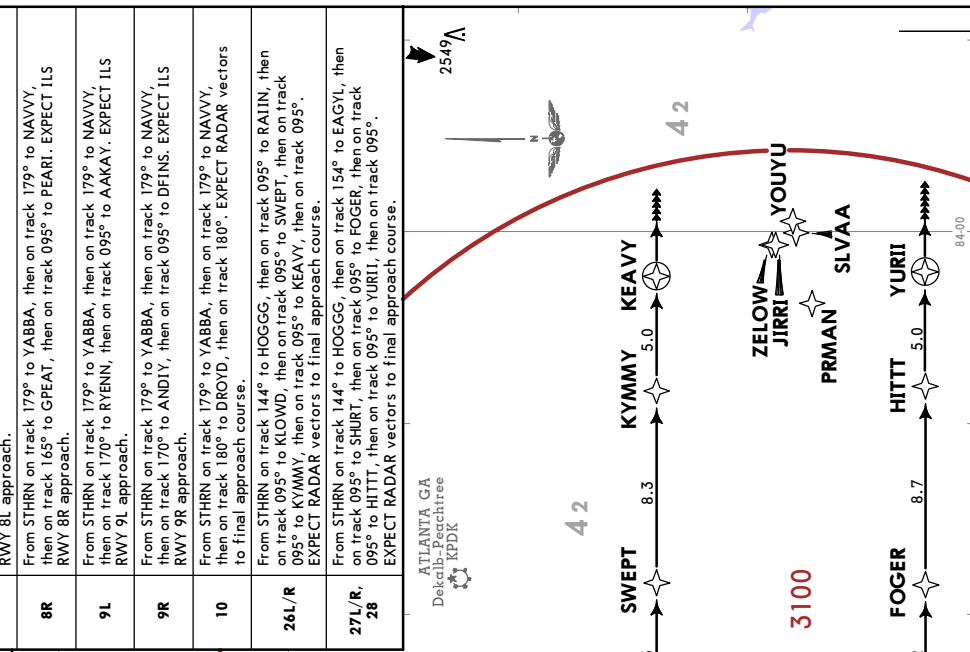
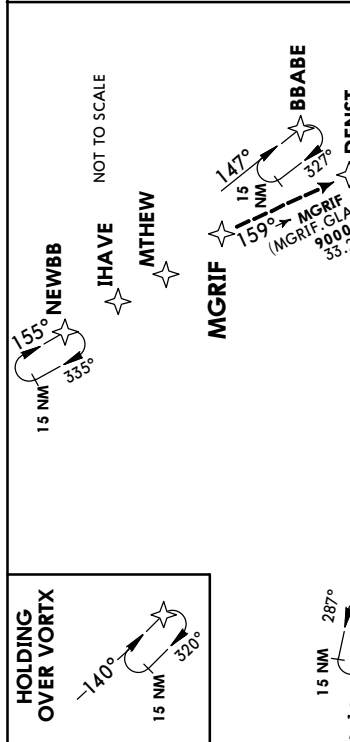
**KATL/ATL**  
HARTSFIELD-JACKSON ATLANTA INTL

**JEPPESEN**  
24 DEC 21 10-2A

**ATLANTA, GA**  
RNAV STAR

D-ATIS Arrival <b>119.65</b>	Apt Elev <b>1026</b>	Alt Set: INCHES Trans level: FL180 1. DME/DME/IRU or GPS required. 2. RADAR required. 3. RNAV 1.
4. Turbulent aircraft only. 5. Landing EAST; select RWY 9R, select DFINS approach transition; Landing WEST; select RWY 26L. 6. Landing RWY 8L; select JAAJJ approach transition. 7. Landing RWY 8R; select PEARI approach transition. 8. Landing RWY 9L; select AAKAY approach transition.		
<b>GLAVN 1 RNAV ARRIVAL (GLAVN.GLAVN1)</b>		
<b>ROUTING</b>		
From GLAVN on track 144° to STHRN.		
<b>LANDING</b>		
From STHRN on track 179° to YABBA, then on track 179° to NAVVY, then on track 165° to LARII, then on track 095° to JAAJJ. EXPECT ILS RWY 8L approach.		
From STHRN on track 179° to YABBA, then on track 179° to NAVVY, then on track 165° to GPEAT, then on track 095° to PEARI. EXPECT ILS RWY 8R approach.		
From STHRN on track 179° to YABBA, then on track 179° to NAVVY, then on track 170° to RYENN, then on track 095° to AAKAY. EXPECT ILS RWY 9L approach.		
From STHRN on track 179° to YABBA, then on track 179° to NAVVY, then on track 170° to ANDIY, then on track 095° to DFINS. EXPECT ILS RWY 9R approach.		
From STHRN on track 179° to YABBA, then on track 179° to NAVVY, then on track 180° to DROYD, then on track 180° to PEARI. EXPECT RADAR vectors to final approach course.		
From STHRN on track 144° to HOGGG, then on track 095° to RAINN, then on track 095° to KLOWD, then on track 095° to SWEPT, then on track 095° to KYMMY, then on track 095° to KEAVY, then on track 095° to SWEPT. EXPECT RADAR vectors to final approach course.		
From STHRN on track 144° to HOGGG, then on track 154° to EAGYL, then on track 095° to SHURT, then on track 095° to FOGER, then on track 095° to HITT, then on track 095° to YURII, then on track 095° to YURII. EXPECT RADAR vectors to final approach course.		

LOST COMMS  
Landing EAST; assigned RWY 10; cross GLAVN at 14000; cross YABBA at 9000; cross NAVVY at or above 8000; cross DROYD at 8000; after DROYD descend to 6000 and proceed direct DEWHY; proceed on the ILS or RNAV RWY 10 approach.  
Landing WEST; assigned RWY 26L; cross GLAVN at 14000; cross RAINN at 12000; cross SWEPT at or above 7000; cross KEAVY at 5000; after KEAVY turn RIGHT direct JIRRI and proceed on the ILS or RNAV RWY 26L approach.  
Landing WEST; assigned RWY 26R or RWY not assigned; cross GLAVN at 14000; cross RAINN at 12000; cross SWEPT at or above 7000; cross KEAVY at 5000; after KEAVY turn RIGHT direct ZELOW and proceed on the ILS or RNAV RWY 26R approach.  
Landing WEST; assigned RWY 27L; cross GLAVN at 14000; cross FOGER at or above 7000; cross YURII at 4000; after YURII turn LEFT direct SLVAA and proceed on the ILS or RNAV RWY 27L approach.  
Landing WEST; assigned RWY 27R; cross GLAVN at 14000; cross EAGYL at 12000; cross FOGER at or above 7000; cross YURII at 4000; after YURII turn LEFT direct YOUYU and proceed on the ILS or RNAV RWY 27R approach.  
Landing WEST; assigned RWY 28; cross GLAVN at 14000; cross FOGER at or above 7000; cross YURII at 4000; after YURII turn LEFT direct PRMAN and proceed on the ILS or RNAV RWY 28 approach.



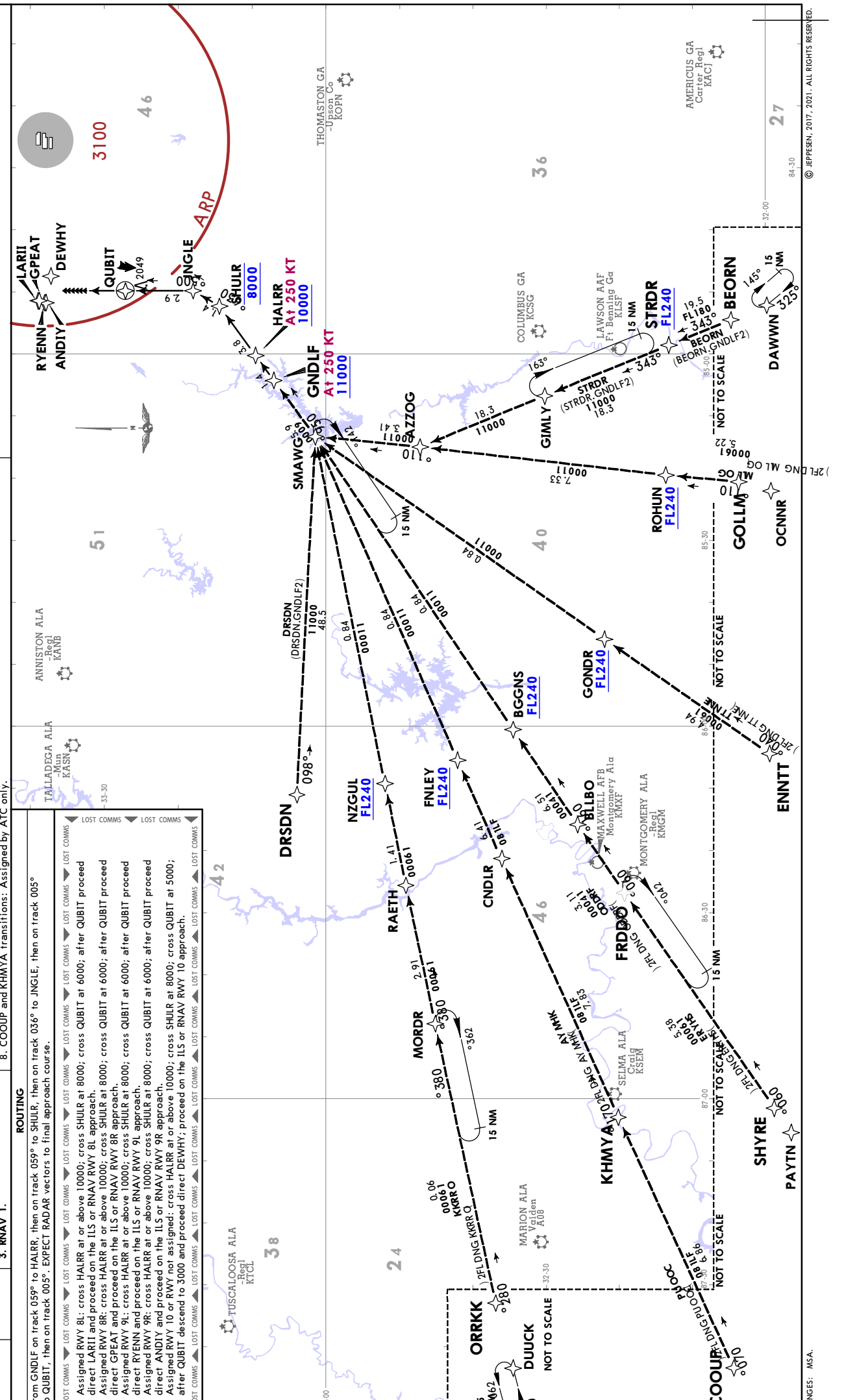
**KATL/ATL**  
HARTSFIELD-JACKSON ATLANTA INTL (10-2A1) 24 DEC 21  
**JEPPESEN ATLANTA, GA**  
RNAV STAR

4. Turbojet aircraft only.  
5. EXPECT to receive "descend via" clearance from Atlanta Center; Atlanta Approach will assign landing runway.  
6. Select RWY 10.  
7. For use when landing EAST. When landing WEST, file and EXPECT the HOBTT RNAV ARRIVAL.  
8. COOUP and KHMYA Transitions: Assigned by ATIS only.

**ROUTING**  
From GNDLF on track 059° to HALRR, then on track 059° to SHULR, then on track 036° to JNGLE, then on track 005° to QUBIT, then on track 005°. EXPECT RADAR vectors to final approach course.

- ▶ Assigned RWY 8L: cross HALRR at or above 10000; cross SHULR at 8000; cross QUBIT at 6000; after QUBIT proceed direct LARIT and proceed on the ILS or RNAV RWY 8L approach.
- ▶ Assigned RWY 8R: cross HALRR at or above 10000; cross SHULR at 8000; cross QUBIT at 6000; after QUBIT proceed direct GREAT and proceed on the ILS or RNAV RWY 8R approach.
- ▶ Assigned RWY 9L: cross HALRR at or above 10000; cross SHULR at 8000; cross QUBIT at 6000; after QUBIT proceed direct RYENN and proceed on the ILS or RNAV RWY 9L approach.
- ▶ Assigned RWY 9R: cross HALRR at or above 10000; cross SHULR at 8000; cross QUBIT at 6000; after QUBIT proceed direct ANDY and proceed on the ILS or RNAV RWY 9R approach.
- ▶ Assigned RWY 10 or RWY not assigned: cross HALRR at or above 10000; cross SHULR at 8000; cross QUBIT at 5000; after QUBIT descend to 3000 and proceed direct DEWHY; proceed on the ILS or RNAV RWY 10 approach.

**GNDLF 2 RNAV ARRIVAL**  
(GNDLF.GNDLF2)







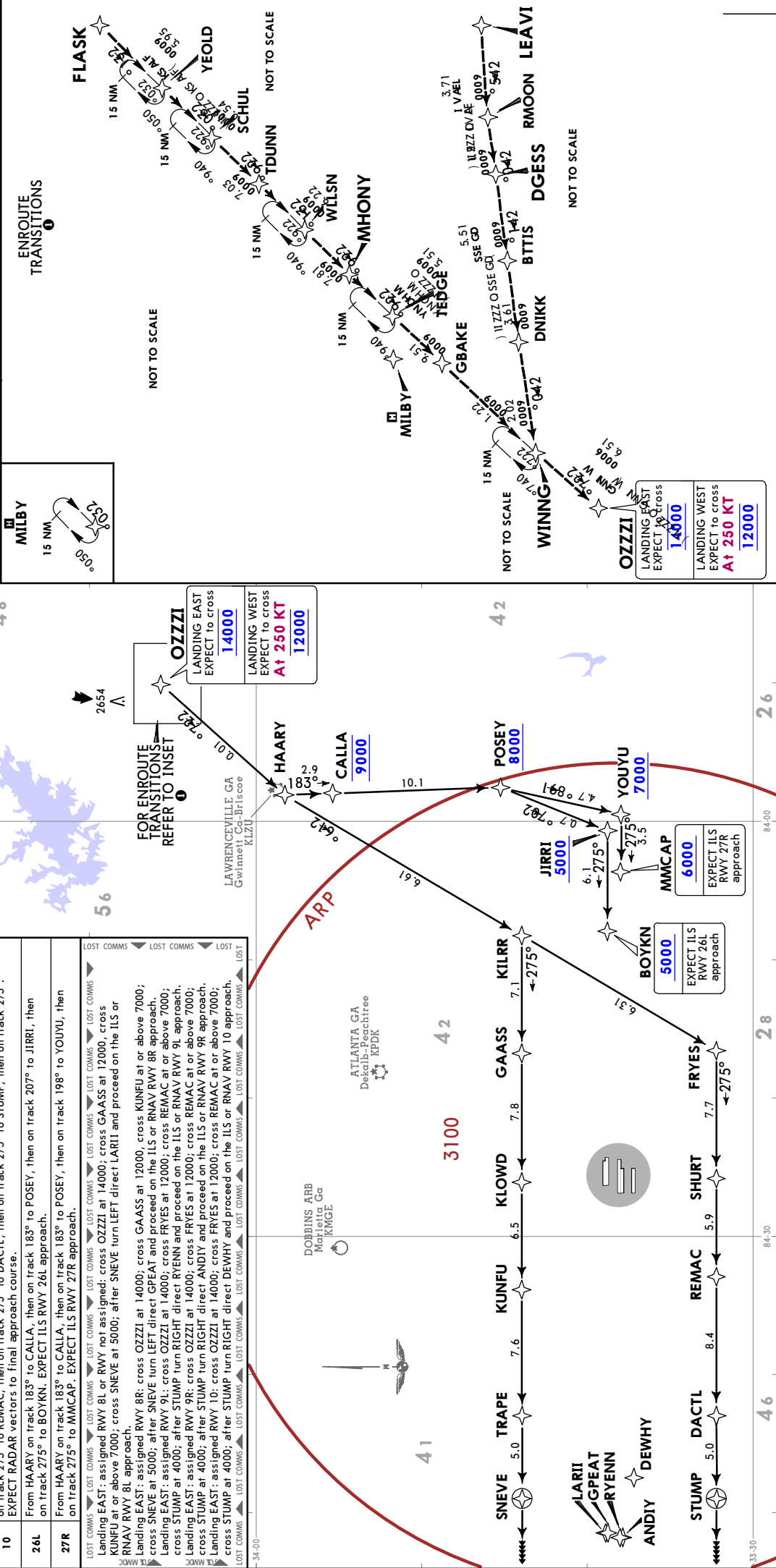


**KATL/ATL**  
HARTSFIELD-JACKSON ATLANTA INTL  
**ATLANTA, GA**  
17 MAR 23  
**RNAV STAR**

1. RADAR required. 2. Turbojet aircraft only. 3. Landing WEST: select RWY 27L, select ROMMM approach transition; Landing EAST: select RWY 8L. 4. Landing RWY 26R: select HAINZ approach transition. 5. Landing RWY 26L: select BOYKN transition. 6. Landing RWY 27R: select MMCAP approach transition. 7. DGESS transition: For GSP departures or assigned by ATC only. 8. MHONY transition: For AVL departures or assigned by ATC only.

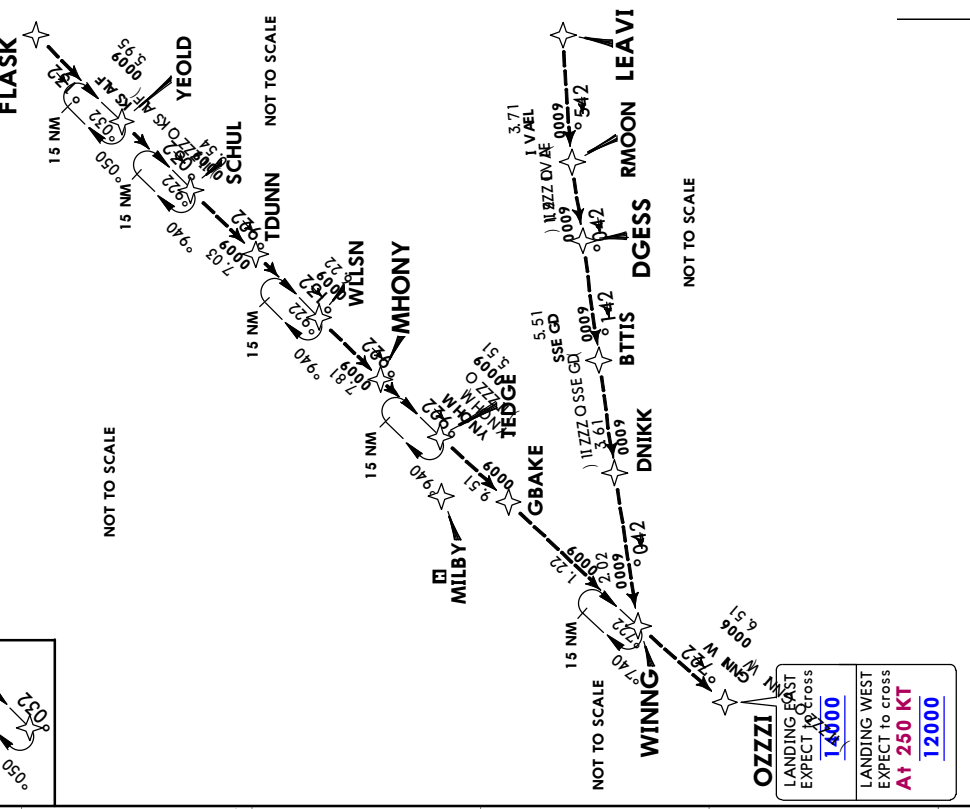
D-ATIS Arrival <b>119:65</b>	Apt Elev <b>1026</b>	Alt Set: INCHES Trans level: FL180 RNAV 1 DME/DME/IRU or GPR required
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ROUTING	
From OZZI on track 227° to HAARY.	
LANDING	
<b>8L/R</b>	From HAARY on track 216° to KILRR, then on track 275° to GAASS, then on track 275° to KLOWD, then on track 275° to KUNFU, then on track 275° to TRAPE, then on track 275° to SNEVE, then on track 275°. EXPECT RADAR vectors to final approach course.
<b>9L/R, 10</b>	From HAARY on track 216° to KILRR, then on track 216° to FRYES, then on track 275° to SHURT, then on track 275° to REMAC, then on track 275° to DACTL, then on track 275° to STUMP, then on track 275°.
<b>26L</b>	From HAARY on track 183° to CALLA, then on track 183° to POSEY, then on track 207° to JIRRI, then on track 275° to BOYKN. EXPECT ILS RWY 26L approach.
<b>27R</b>	From HAARY on track 183° to CALLA, then on track 183° to POSEY, then on track 198° to YOUYU, then on track 275° to MMCAP. EXPECT ILS RWY 27R approach.



**OZZI 1 RNAV ARRIVAL**  
(OZZI.OZZI1)  
(RWYS 8L/R, 9L/R, 10, 26L & 27R)  
(FOR RUNWAYS 26R, 27L & 28 SEE 10-2B5)

**ENROUTE TRANSITIONS**





**KATL/ATL**  
HARTSFIELD-JACKSON ATLANTA INTL  
**JEPPESEN** ATLANTA, GA  
**RNAV STAR**  
(10-2F1) 24 DEC 21

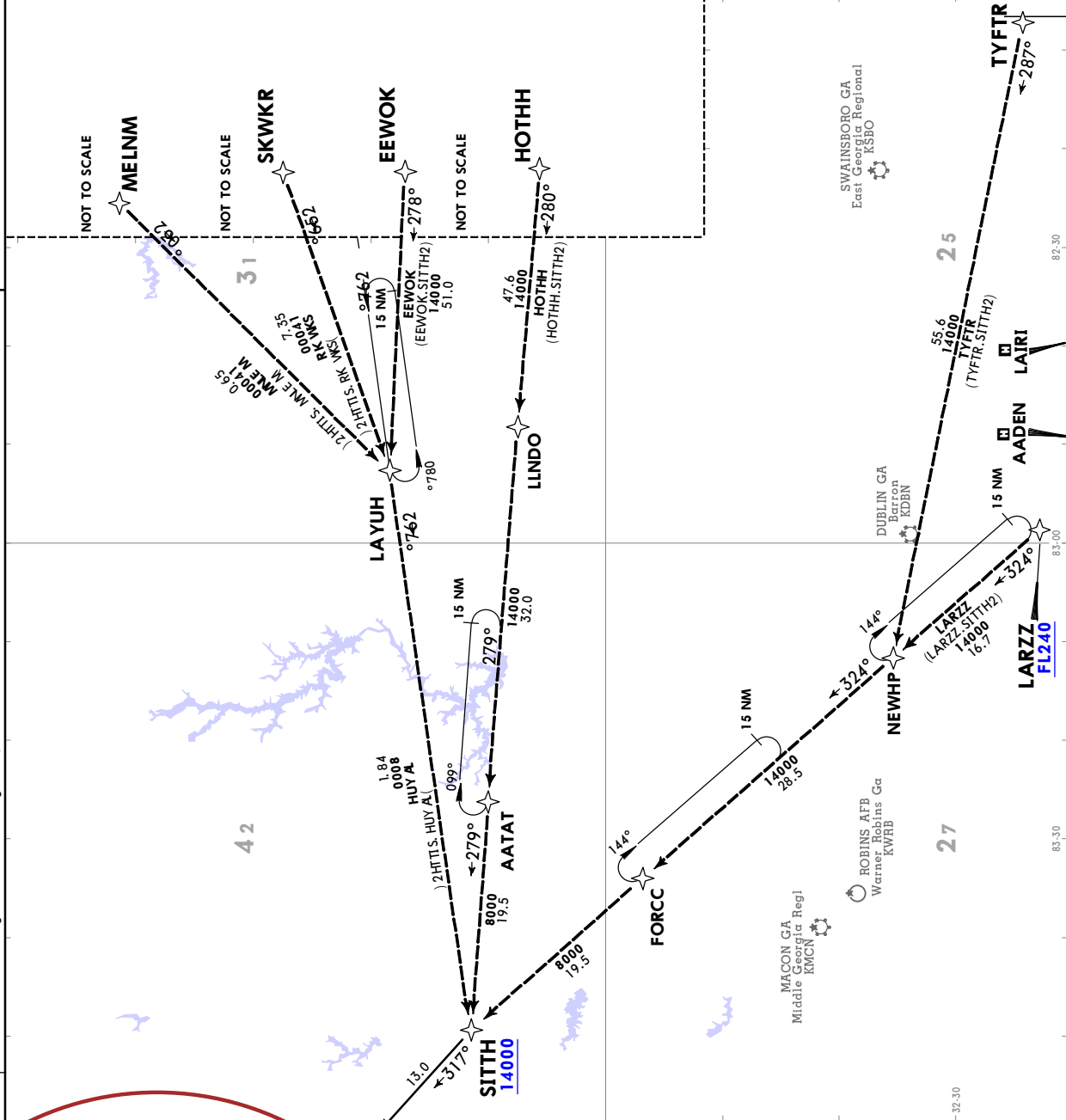
**SITTH 2 RNAV ARRIVAL**  
(SITTH.SITTH2)

4. Turbojet aircraft only.  
5. EXPECT to receive "descend via" clearance from Atlanta Center; Atlanta Approach will assign landing runway.  
6. Select RWY 10. 7. MELNM transition: Assigned by ATIS only.  
8. For use when landing EAST. When landing WEST, file and EXPECT the JEDI RNAV ARRIVAL.

1. DME/DME/IRU or GPS required.  
2. RADAR required.  
3. RNAV 1.

Alt Set: INCHES Trans level: FL180

D-ATIS Arrival  
**119.65**



**HOLDINGS OVER**

**AADEN**: 15 NM, 345°

**LAIRI**: 15 NM, 345°

**THOMASTON GA** 36: 84-30, 84-00, 84-00

**ROBINS AFB** Warner, Robins Ga: 83-30, 83-30

**MARCON GA** Middle Georgia Regl: 83-30, 83-30

**DUBLIN GA** Barton: 83-30, 83-30

**SWAINSBORO GA** East Georgia Regional: 82-30, 82-30

**ROUTING**

From SITTH on track 317° to TIZZY.

**LANDING**

**8L/R**: From TIZZY on track 336° to GAASS, then on track 275° to KLOWD, then on track 275° to KUNFU, then on track 275° to TRAPE, then on track 275° to SNEVE, then on track 275°. EXPECT RADAR vectors to final approach course.

**9L/R, 10**: From TIZZY on track 317° to FRYES, then on track 275° to SHURT, then on track 275° to REMAC, then on track 275° to DACTL, then on track 275° to STUMP, then on track 275°. EXPECT RADAR vectors to final approach course.

CHANGES: MSA.

**ATLANTA 2 DEPARTURE (ATL2.ATL)**  
**(ALL RWYS)**

ATLANTA Departure (R)		Trans alt: 18000
Rwys 8L/R, 26L/R	Rwys 9L/R, 27L/R	Apt Elev 1026
133.475	125.65	121.225

**SPEED RESTRICTION**  
 Turbojets: Accelerate to 250 KT immediately until reaching 10000, if unable, advise ATC.  
 Turboprops: Operate in a manner that will result in the best forward speed and climb rate.

**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 take-off. Fly assigned heading at the point instructed by ATC.



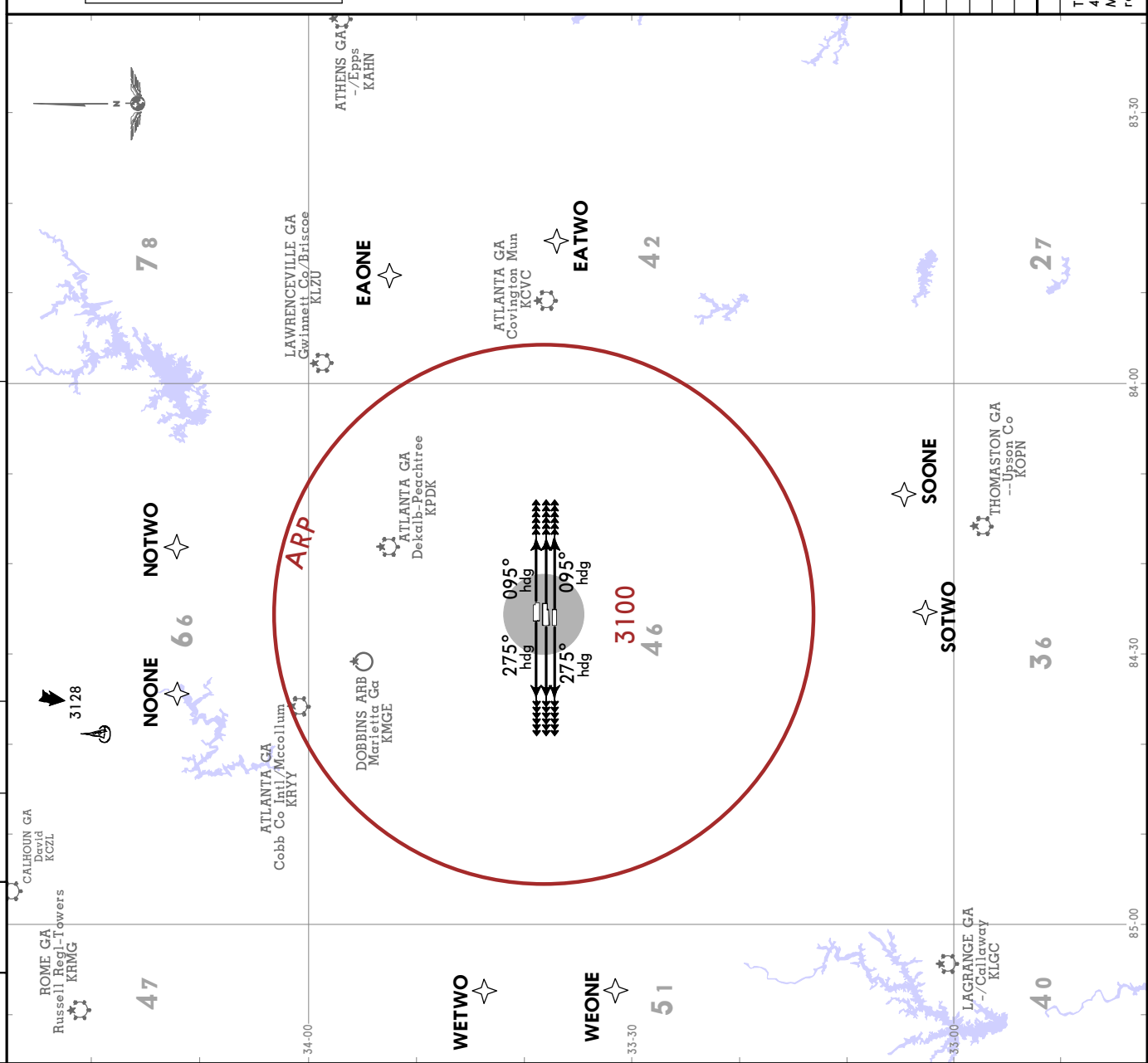
**SPECIAL INSTRUCTIONS**  
 Aircraft at midfield ramps will advise ramp towers of vector areas prior to pushback. The vector areas are associated with the depicted waypoints as follows:  
 WAYPOINT = VECTOR AREA  
 NOONE = NORTH-ONE  
 NOTWO = NORTH-TWO  
 EAONE = EAST-ONE  
 EATWO = EAST-TWO  
 SOONE = 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.  
**TAKE-OFF OBSTACLE NOTES**  
 See TAKE-OFF OBSTACLE NOTES page (10-30B1).  
**TAKE-OFF MINIMUMS:**  
**Rwys 8L, 9R, 10, 26L/R, 27L/R, 28:** Standard.  
**Rwy 8R:** 300-1 or standard with minimum climb of 250 FT/NM to 1200, or alternatively with standard take-off minimums and a normal 200 FT/NM climb gradient, take-off must occur no later than 2000 prior to DER.  
**Rwy 9L:** 300-1 or standard with minimum climb of 270 FT/NM to 1200.

Grnd speed-KT	75	100	150	200	250	300
200 FT/NM	250	333	500	667	833	1000
250 FT/NM	313	417	625	833	1042	1250
270 FT/NM	338	450	675	900	1125	1350

RWY	INITIAL CLIMB	TOP ALTITUDE
8L, 9R, 10	Climb on heading 095°.	JETS 10000
8R	Climb on heading 095° to 1500.	PROPS 4000
9L	Climb on heading 095° to 1400.	
26L/R, 28	Climb on heading 275°.	
27L/R	Climb on 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.



**RNAV DEPARTURE ATTENTION ALL USERS PAGE (AAUP)**

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 sequence of waypoints loaded in the FMS match 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) and the altitude set in the altitude window matches the TOP ALTITUDE of the SID, unless amended by ATC. 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. If assigned a heading instead of an RNAV path, ATC must also issue an altitude to maintain. 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.

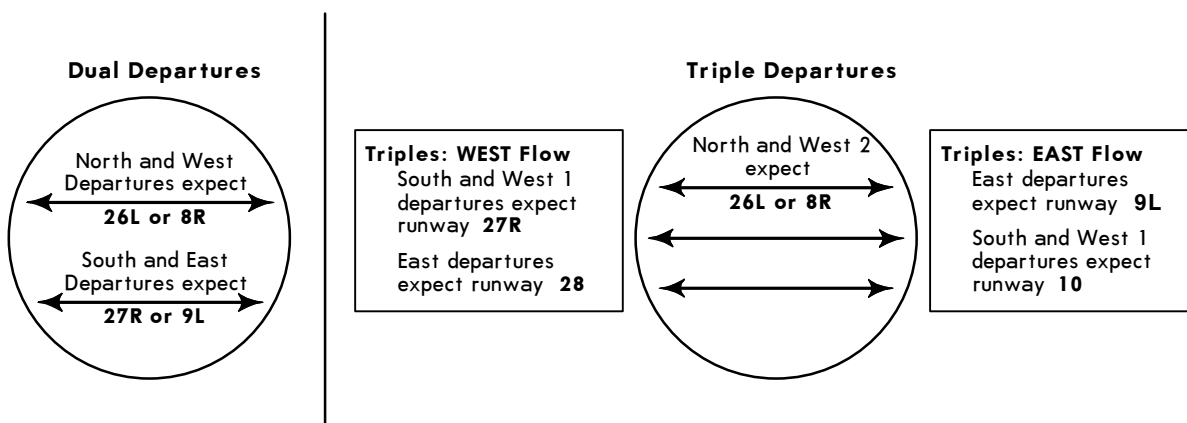
**RNAV DEPARTURE ATTENTION ALL USERS PAGE (AAUP)  
(CONTD)**

4. **AFTER TAKEOFF:** Unless instructed to fly a heading by ATC, 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, immediately notify ATC.
5. **SPECIFIC INFORMATION:** Atlanta will utilize RNAV departures in both dual and triple runway operations between 0700 - 2300 local. All properly equipped aircraft should expect to fly an ATLANTA RNAV DEPARTURE. Headings may be issued in lieu of an RNAV off the ground takeoff clearance. If so, an altitude to maintain must also be issued. Pilots may anticipate a runway assignment based upon the information provided below, however actual runway assignments will be issued on initial contact with Ground Control.

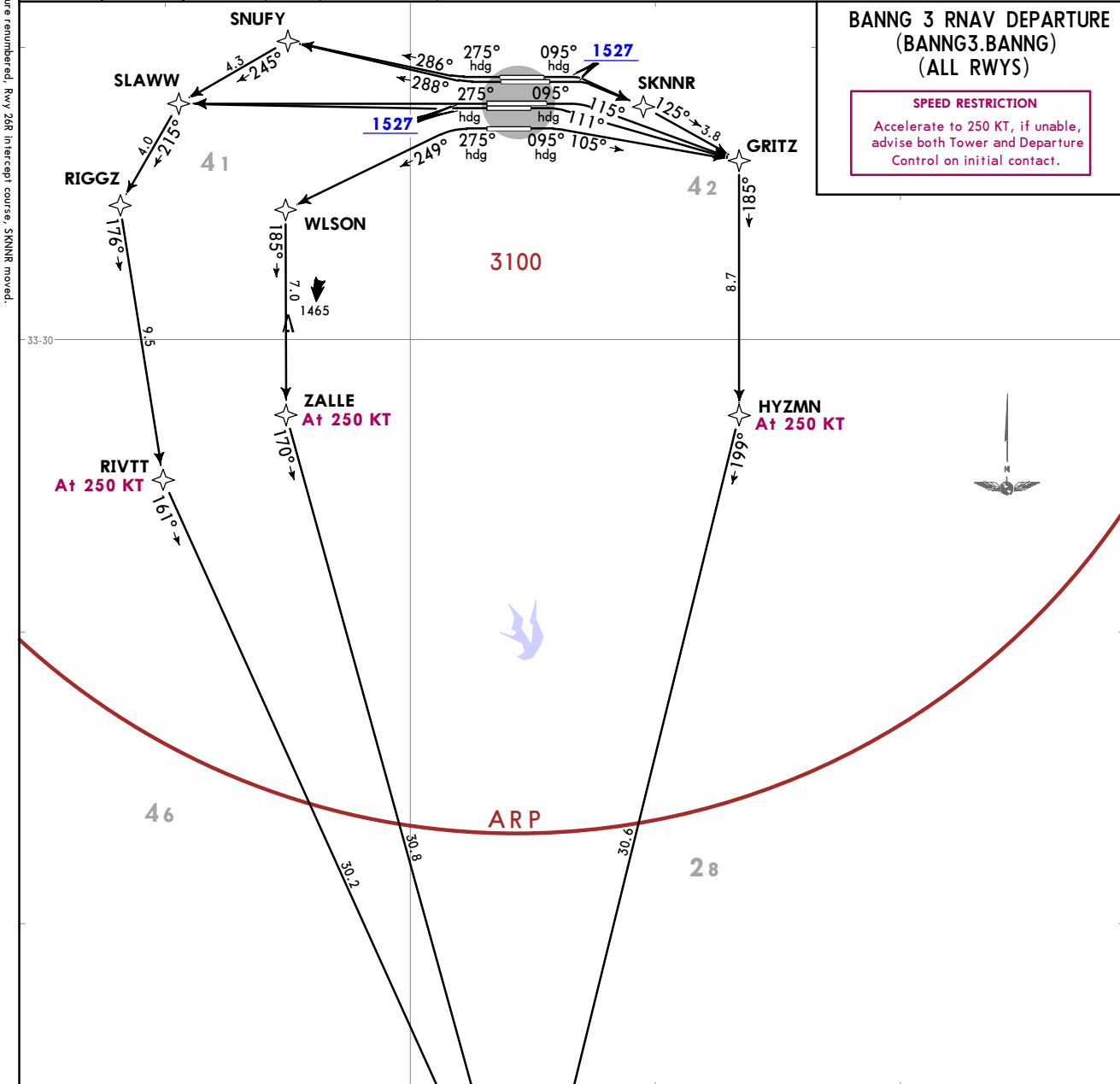
**Atlanta Departure RNAV SIDs and Associated Departure Directions**

North	East	South	West
PADGT	GAIRY	BANNG	CUTTN (West 2)
PENCL	JACCC	HAALO	KAJIN (West 1)
SMKEY	PHIIL	SMLTZ	NASSA (West 2)
VARNM	PLMMR	VRSTY	POUNC (West 1)

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



ATLANTA Departure (R)			Apt Elev 1026	Trans alt: 18000	1. RADAR required for non-GPS equipped aircraft. 2. Turbojet only. 3. If unable to accept climb rate, advise Clearance Delivery on initial contact. 4. Use Departure frequency depicted unless otherwise advised. 5. Transponder code will be issued via PDC or Atlanta Clearance Delivery. 6. 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. 7. See additional requirements on AAUP (Attention All Users Page).
Rwys 8L/R, 26L/R 133.475	Rwys 9L/R, 27L/R 125.65	Rwys 10, 28 121.225			



**TAKEOFF OBSTACLE NOTES**  
See TAKEOFF OBSTACLE NOTES page (10-30B1).

This SID requires takeoff 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	TOP ALTITUDE
8L/R	Climb on heading 095° to 1527, then RIGHT turn direct SKNNR, then on depicted route to BANNG, MAINTAIN 250 KT to HYZMN.	10000
9L	Climb on heading 095° to intercept course 115° to GRITZ, then on depicted route to BANNG, MAINTAIN 250 KT to HYZMN.	
9R	Climb on heading 095° to intercept course 111° to GRITZ, then on depicted route to BANNG, MAINTAIN 250 KT to HYZMN.	
10	Climb on heading 095° to intercept course 105° to GRITZ, then on depicted route to BANNG, MAINTAIN 250 KT to HYZMN.	
26L	Climb on heading 275° to intercept course 288° to SNUFY, then on depicted route to BANNG, MAINTAIN 250 KT to RIVTT.	
26R	Climb on heading 275° to intercept course 286° to SNUFY, then on depicted route to BANNG, MAINTAIN 250 KT to RIVTT.	
27L/R	Climb on heading 275° to 1527, then direct SLAWW, then on depicted route to BANNG, MAINTAIN 250 KT to RIVTT.	
28	Climb on heading 275° to intercept course 249° to WILSON, then on depicted route to BANNG, MAINTAIN 250 KT to ZALLE.	
<b>ROUTING</b>		
MAINTAIN 10000. EXPECT clearance to filed altitude 10 minutes after departure.		

KATL/ATL  
HARTSFIELD-JACKSON ATLANTA INTL

JEPPESSEN  
10-3A  
13 MAY 22  
19 MAY 27

ATLANTA, GA  
RNAV SID

BANNG 3 RNAV DEPARTURE (BANNG3.BANNG) (ALL RWYS)

**KATL/ATL**  
**HARTSFIELD-**  
**JACKSON ATLANTA INTL**  
**ATLANTA, GA**  
**RNAV SID**

**JEPPESEN**  
 13 MAY 22 (10-3B) Eff 19 May

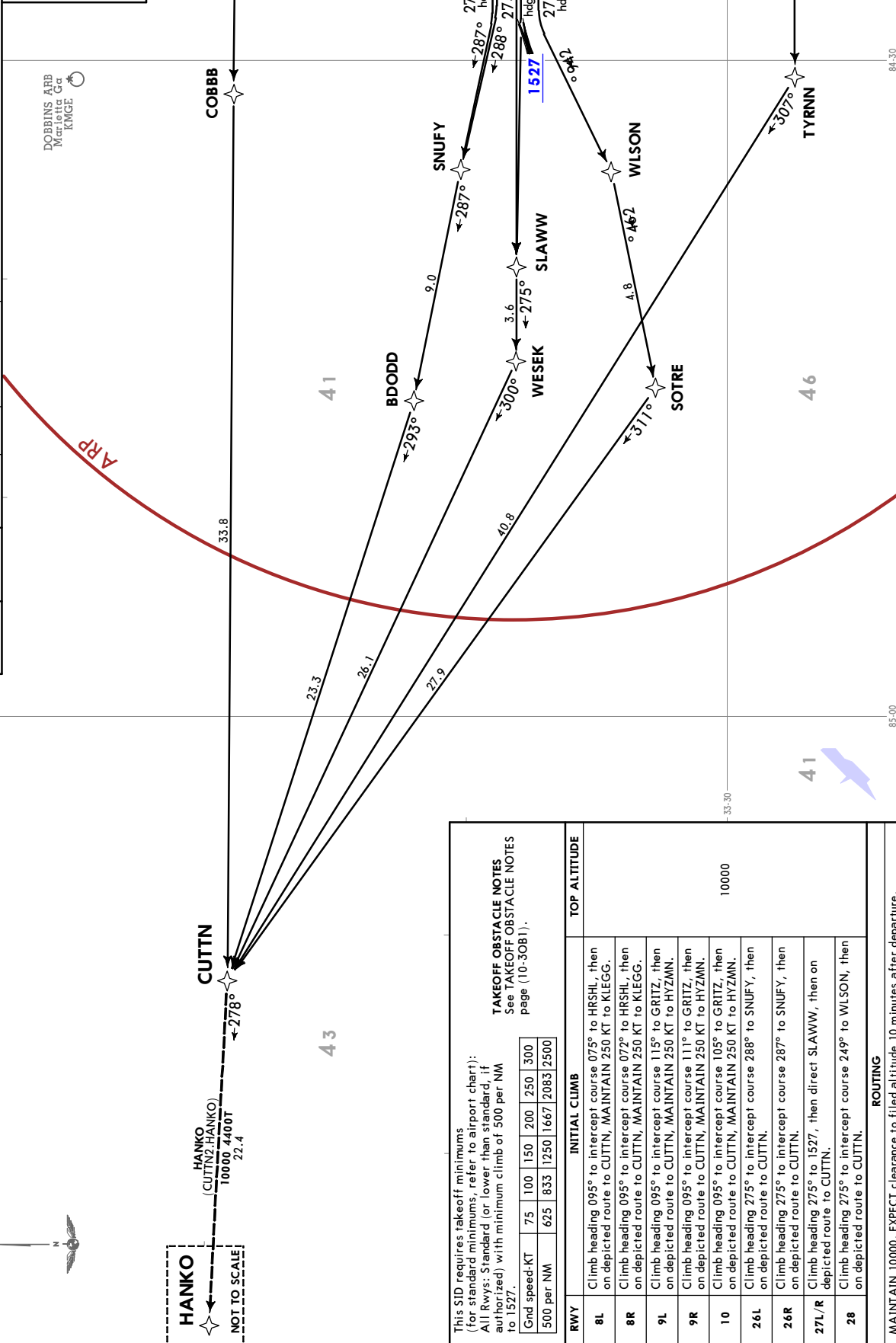
Trans alt: 18000  
 Apt Elev 1026  
 ATLANTA Departure (R)  
 Rvys 8L/R, 26L/R 133.475  
 9L/R, 27L/R 125.65  
 Rvys 10, 26 121.225  
 RNAV 1  
 DME/DME/IRU  
 or GPS required

1. RADAR required for non-GPS equipped aircraft. 2. For turbojet aircraft only. 3. If unable to accept climb rate, advise Clearance Delivery on initial contact. 4. Use Departure frequency depicted unless otherwise advised. 5. Transponder code will be issued via PDC or Atlanta Clearance Delivery. 6. Aircraft at midfield ramps will advise ramp towers of departure SID prior to pushback. Upon receipt of ATC clearance (from ATIS Clearance Delivery), readback only your call sign and transponder code, unless you have a question. 7. See additional requirements on AAPP. (Attention All Users Page).

**CUTTIN 2 RNAV DEPARTURE**  
**(CUTTIN2.CUTTIN) (ALL RWYS)**

**SPEED RESTRICTION**  
 Accelerate to 250 KT, if unable, advise both Tower and Departure Control on initial contact.

DOBBINS ARB  
 Marietta Ga  
 KMGE



**TAKEOFF OBSTACLE NOTES**  
 See TAKEOFF OBSTACLE NOTES page (10-30B1).

RWY	INITIAL CLIMB	TOP ALTITUDE
8L	Climb heading 095° to intercept course 075° to HRSHL, then on depicted route to CUTTIN, MAINTAIN 250 KT to KLEGG.	10000
8R	Climb heading 095° to intercept course 072° to HRSHL, then on depicted route to CUTTIN, MAINTAIN 250 KT to KLEGG.	10000
9L	Climb heading 095° to intercept course 115° to GRITZ, then on depicted route to CUTTIN, MAINTAIN 250 KT to WYLMN.	10000
9R	Climb heading 095° to intercept course 111° to GRITZ, then on depicted route to CUTTIN, MAINTAIN 250 KT to WYLMN.	10000
10	Climb heading 095° to intercept course 105° to GRITZ, then on depicted route to CUTTIN, MAINTAIN 250 KT to WYLMN.	10000
26L	Climb heading 275° to intercept course 288° to SNUFY, then on depicted route to CUTTIN.	10000
26R	Climb heading 275° to intercept course 287° to SNUFY, then on depicted route to CUTTIN.	10000
27L/R	Climb heading 275° to 1527, then direct SLAWW, then on depicted route to CUTTIN.	10000
28	Climb heading 275° to intercept course 249° to WILSON, then on depicted route to CUTTIN.	10000

**ROUTING**  
 MAINTAIN 10000. EXPECT clearance to filed altitude 10 minutes after departure.

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

**JEPPESEN**  
 13 MAY 22  
 Eff 19 May

**ATLANTA, GA**  
**RNAV SID**

1. RADAR required for non-GPS equipped aircraft. 2. For turbojet aircraft only. 3. If unable to accept climb rate, advise Clearance Delivery on initial contact. 4. Use Departure frequency depicted unless otherwise advised. 5. Transponder code will be issued via PDC or Atlanta Clearance Delivery. 6. Aircraft at midfield ramps will advise ramp towers of departure SID prior to pushback. Upon receipt of ATC clearance (from ATIS Clearance Delivery), readback only your call sign and transponder code, unless you have a question. 7. See additional requirements on AAPP (Attention All Users Page).

Trans alt: 18000  
 RNAV 1  
 DME/DME/IRU  
 or GPS required

ATLANTA Departure (R)	TOP ALTITUDE
Rwys 8L/R, 26L/R 133.475   125.65   121.225	
Rwys 9L/R, 27L/R 10, 28	

**GAIRY 2 RNAV DEPARTURE**  
**(GAIRY2.GAIRY)**  
**(ALL RWYS)**

**SPEED RESTRICTION**  
 Accelerate to 250 KT, if unable, advise both Tower and Departure Control on initial contact

**TAKEOFF OBSTACLE NOTES**  
 See TAKEOFF OBSTACLE NOTES page (10-30B1).

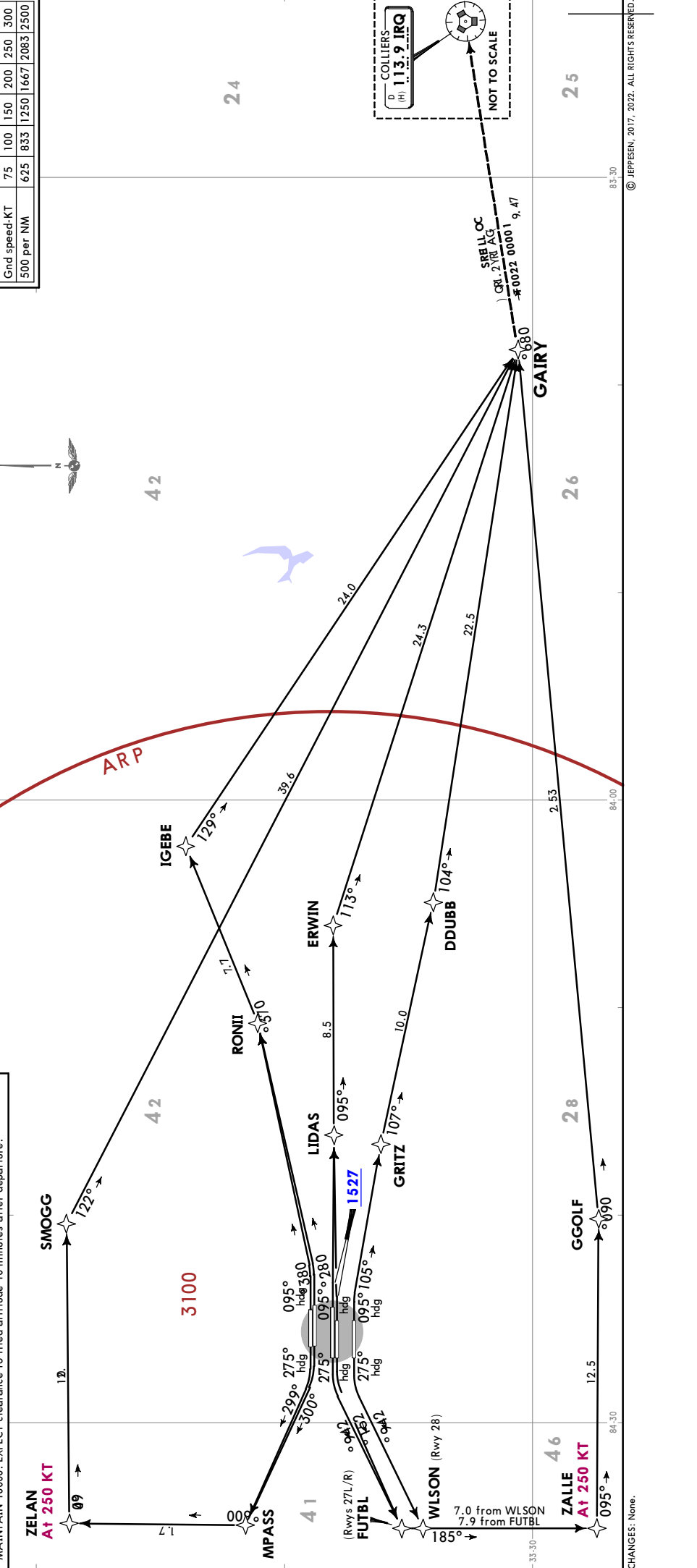
This SID requires takeoff minimums (for standard minimums, refer to airport chart):  
 All Rws: Standard (or lower than standard, if authorized) with minimum climb of 500 per NM to 1527.

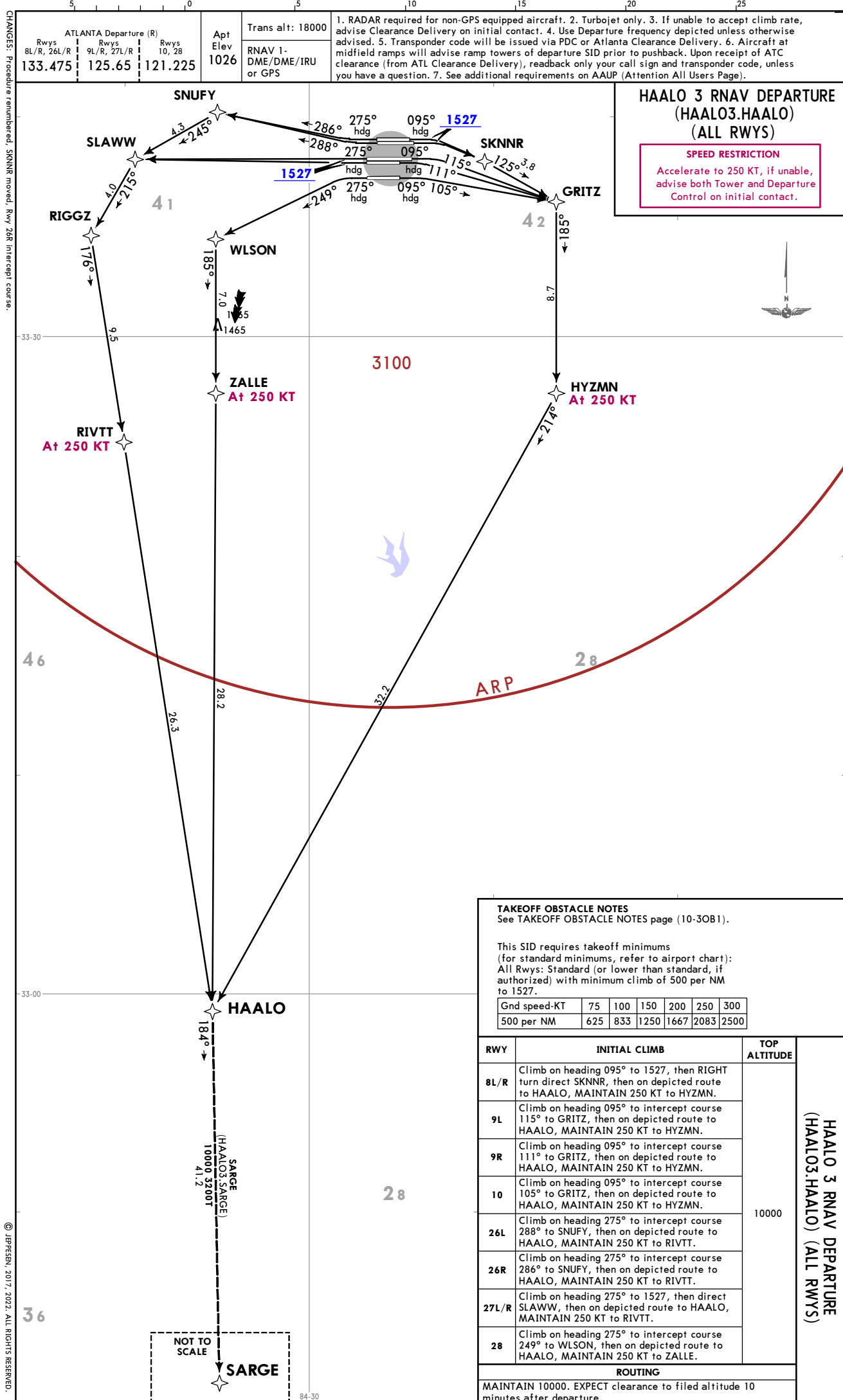
Grnd speed-KT	75	100	150	200	250	300
500 per NM	625	833	1250	1667	2083	2500

48  
 56  
 LAWRENCEVILLE, GA  
 Government Co-Briscoe  
 KLZU

RWY	INITIAL CLIMB	TOP ALTITUDE
8L	Climb heading 095° to intercept course 083° to RONII, then on depicted route to GAIRY.	10000
8R	Climb heading 095° to intercept course 082° to RONII, then on depicted route to GAIRY.	
9L/R	Climb heading 095° to 1527, then direct LIDAS, then on depicted route to GAIRY.	
10	Climb heading 095° to intercept course 105° to GRITZ, then on depicted route to GAIRY.	
26L	Climb heading 275° to intercept course 300° to MPASS, then on depicted route to GAIRY, MAINTAIN 250 KT to ZELAN.	
26R	Climb heading 275° to intercept course 299° to MPASS, then on depicted route to GAIRY, MAINTAIN 250 KT to ZELAN.	
27L	Climb heading 275° to intercept course 251° to FUTBL, then on depicted route to GAIRY, MAINTAIN 250 KT to ZALLE.	
27R	Climb heading 275° to intercept course 249° to FUTBL, then on depicted route to GAIRY, MAINTAIN 250 KT to ZALLE.	
28	Climb heading 275° to intercept course 249° to WILSON, then on depicted route to GAIRY, MAINTAIN 250 KT to ZALLE.	

**ROUTING**  
 MAINTAIN 10000. EXPECT clearance to filed altitude 10 minutes after departure.





**HAALO 3 RNAV DEPARTURE  
(HAALO3.HAALO)  
(ALL RWYS)**

**SPEED RESTRICTION**  
Accelerate to 250 KT, if unable,  
advise both Tower and Departure  
Control on initial contact.

Trans alt: 18000  
RNAV 1 - DME/DME/IRU or GPS

1. RADAR required for non-GPS equipped aircraft. 2. Turbojet only. 3. If unable to accept climb rate, advise Clearance Delivery on initial contact. 4. Use Departure frequency depicted unless otherwise advised. 5. Transponder code will be issued via PDC or Atlanta Clearance Delivery. 6. 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. 7. See additional requirements on AAUP (Attention All Users Page).

**TAKEOFF OBSTACLE NOTES**  
See TAKEOFF OBSTACLE NOTES page (10-3OB1).

This SID requires takeoff minimums (for standard minimums, refer to airport chart):  
All Rws: 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	TOP ALTITUDE
8L/R	Climb on heading 095° to 1527, then RIGHT turn direct SKNNR, then on depicted route to HAALO, MAINTAIN 250 KT to HYZMN.	10000
9L	Climb on heading 095° to intercept course 115° to GRITZ, then on depicted route to HAALO, MAINTAIN 250 KT to HYZMN.	
9R	Climb on heading 095° to intercept course 111° to GRITZ, then on depicted route to HAALO, MAINTAIN 250 KT to HYZMN.	
10	Climb on heading 095° to intercept course 105° to GRITZ, then on depicted route to HAALO, MAINTAIN 250 KT to HYZMN.	
26L	Climb on heading 275° to intercept course 288° to SNUFY, then on depicted route to HAALO, MAINTAIN 250 KT to RIVTT.	
26R	Climb on heading 275° to intercept course 286° to SNUFY, then on depicted route to HAALO, MAINTAIN 250 KT to RIVTT.	
27L/R	Climb on heading 275° to 1527, then direct SLAWWW, then on depicted route to HAALO, MAINTAIN 250 KT to RIVTT.	
28	Climb on heading 275° to intercept course 249° to WILSON, then on depicted route to HAALO, MAINTAIN 250 KT to ZALLE.	
<b>ROUTING</b>		
MAINTAIN 10000. EXPECT clearance to filed altitude 10 minutes after departure.		

KATL/ATL  
 HARTSFIELD-  
 JACKSON ATLANTA INTL  
 13 MAY 22 (10-3D) Eff 19 May  
 JEPPESEN  
 ATLANTA, GA  
 RNAV SID

CHANGES: Procedure renumbered, SKNNR moved, Rwy 26R intercept course.  
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**KATL/ATL**  
**HARTSFIELD-**  
**JACKSON ATLANTA INTL**

**JEPPESEN**  
 18 MAR 22 (10-3F) Eff: 24 Mar

**ATLANTA, GA**  
**RNAV SID**

This SID requires takeoff 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.  
 See TAKEOFF OBSTACLE NOTES page (10-30B1).

Rwy	500 per NM	75	100	150	200	250	300
8L	625	833	1250	1667	2083	2500	

ATLANTA Departure (R)  
 Rwy 8L/R, 26L/R: 133.475  
 Rwy 9L/R, 27L/R: 125.65  
 Rwy 10, 28: 121.225

Trans alt: 18000  
 RNAV 1  
 DME/DME/IRU or GPS required

1. RADAR required for non-GPS equipped aircraft. 2. For turbojet aircraft only. 3. If unable to accept climb rate, advise Clearance Delivery on initial contact. 4. Use Departure frequency depicted unless otherwise advised. 5. Transponder code will be issued via PDC or Atlanta Clearance Delivery. 6. 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. 7. See additional requirements on AAUP (Attention All Users Page).

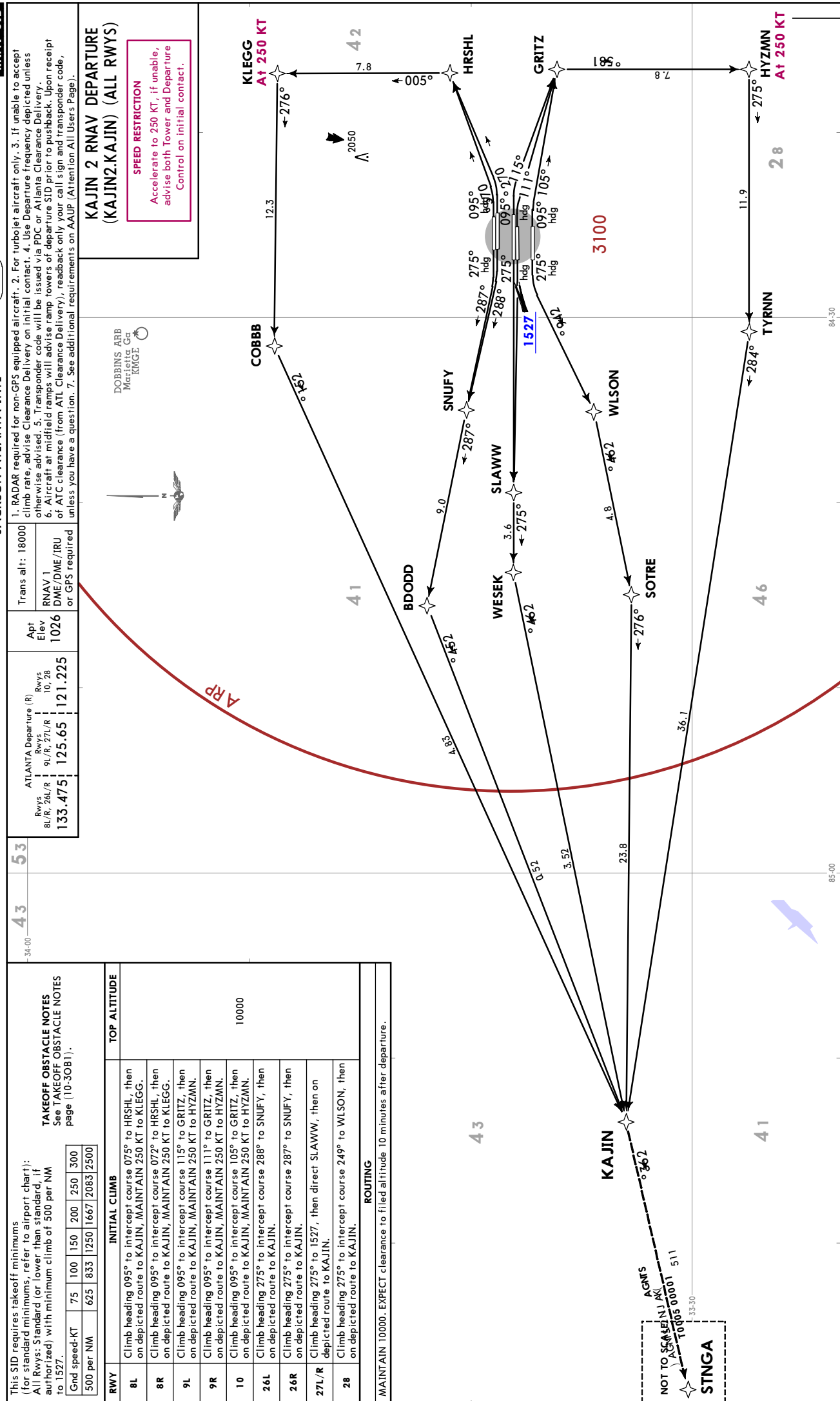
**KAJIN 2 RNAV DEPARTURE (KAJIN2.KAJIN) (ALL RWYS)**

**SPEED RESTRICTION**  
 Accelerate to 250 KT, if unable, advise both Tower and Departure Control on initial contact.



RWY	INITIAL CLIMB	TOP ALTITUDE
8L	Climb heading 095° to intercept course 075° to HRSHL, then on depicted route to KAJIN, MAINTAIN 250 KT to KLEGG.	10000
8R	Climb heading 095° to intercept course 075° to HRSHL, then on depicted route to KAJIN, MAINTAIN 250 KT to KLEGG.	
9L	Climb heading 095° to intercept course 115° to GRITZ, then on depicted route to KAJIN, MAINTAIN 250 KT to HYZMN.	
9R	Climb heading 095° to intercept course 111° to GRITZ, then on depicted route to KAJIN, MAINTAIN 250 KT to HYZMN.	
10	Climb heading 095° to intercept course 105° to GRITZ, then on depicted route to KAJIN, MAINTAIN 250 KT to HYZMN.	
26L	Climb heading 275° to intercept course 288° to SNUFY, then on depicted route to KAJIN.	
26R	Climb heading 275° to intercept course 287° to SNUFY, then on depicted route to KAJIN.	
27L/R	Climb heading 275° to 1527, then direct SLAWW, then on depicted route to KAJIN.	
28	Climb heading 275° to intercept course 249° to WILSON, then on depicted route to KAJIN.	

**ROUTING**  
 MAINTAIN 10000. EXPECT clearance to filed altitude 10 minutes after departure.



**JEPPESEN** ATLANTA, GA  
**KATL/ATL**  
**HARTSFIELD-**  
**JACKSON ATLANTA INTL**  
**10-3G**  
**18 MAR 22**  
**EFF 24 Mar**  
**RNAV SID**

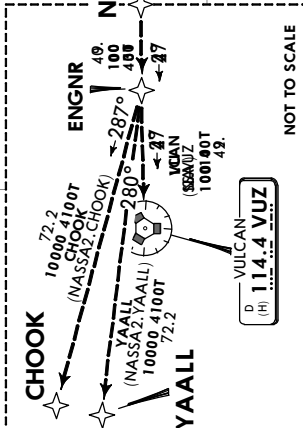
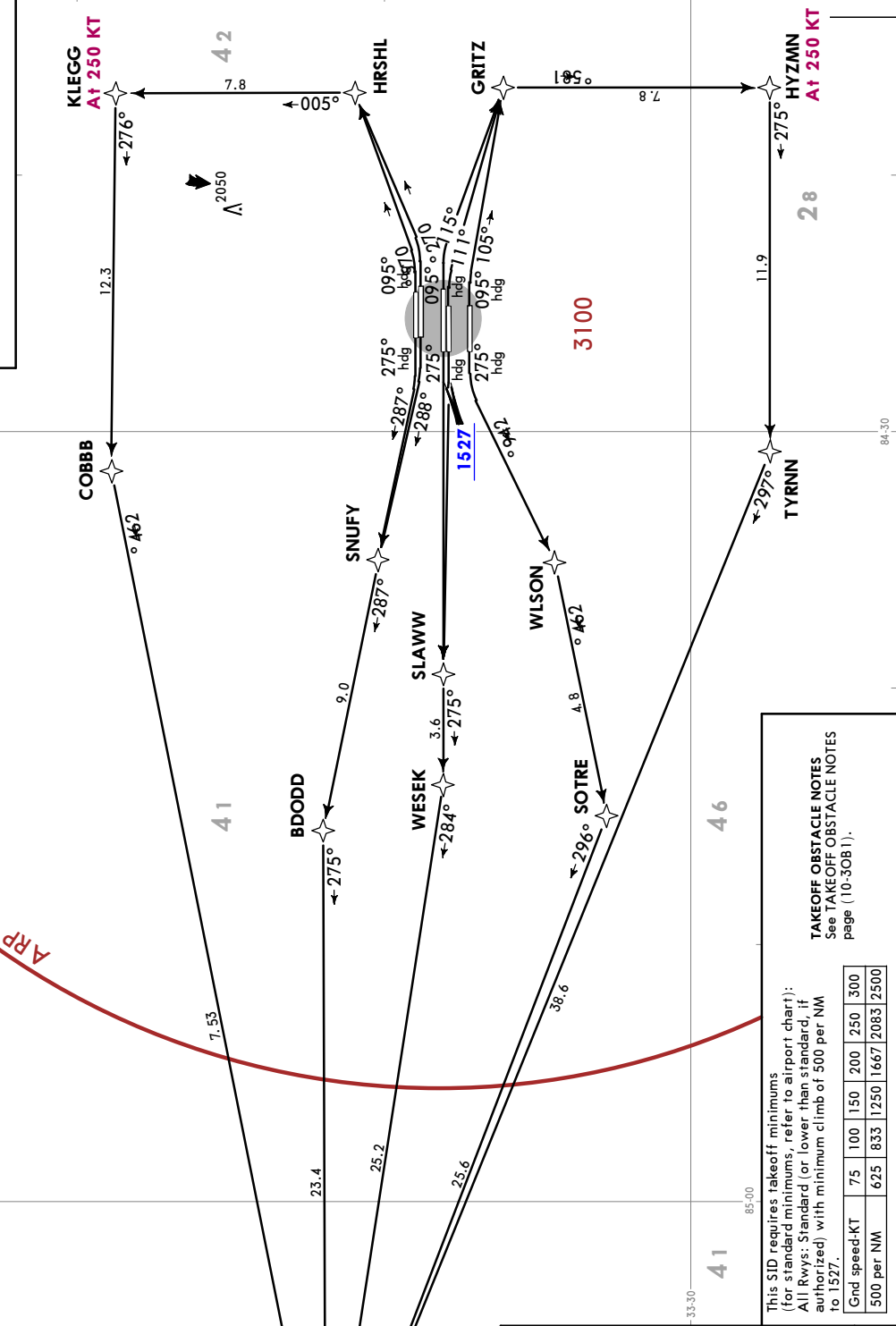
1. RADAR required for non-GPS equipped aircraft. 2. For turbojet aircraft only. 3. If unable to accept climb rate, advise Clearance Delivery on initial contact. 4. Use Departure frequency depicted unless otherwise advised. 5. Transponder code will be issued via PDC or Atlanta Clearance Delivery. 6. Aircraft 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. 7. See additional requirements on AAPP. (Attention All Users Page).

Trans alt: 18000	Apt Elev 1026
RNAV 1	DME/DME/IRU
ATLANTA Departure (R)	Rwys
8L/R, 26L/R	9L/R, 27L/R
133.475	125.65
121.225	

**NASSA 2 RNAV DEPARTURE**  
**(NASSA2.NASSA) (ALL RWYS)**

**SPEED RESTRICTION**  
 Accelerate to 250 KT, if unable, advise both Tower and Departure Control on initial contact.

DOBBS ABB  
 METEOROLOGICAL  
 SERVICE  
 KWGE



RWY	INITIAL CLIMB	TOP ALTITUDE
8L	Climb heading 095° to intercept course 075° to HRSHL, then on depicted route to NASSA, MAINTAIN 250 KT to KLEGG.	
8R	Climb heading 095° to intercept course 072° to HRSHL, then on depicted route to NASSA, MAINTAIN 250 KT to KLEGG.	
9L	Climb heading 095° to intercept course 115° to GRITZ, then on depicted route to NASSA, MAINTAIN 250 KT to HYZMN.	
9R	Climb heading 095° to intercept course 111° to GRITZ, then on depicted route to NASSA, MAINTAIN 250 KT to HYZMN.	
10	Climb heading 095° to intercept course 105° to GRITZ, then on depicted route to NASSA, MAINTAIN 250 KT to HYZMN.	10000
26L	Climb heading 275° to intercept course 288° to SNUFY, then on depicted route to NASSA.	
26R	Climb heading 275° to intercept course 287° to SNUFY, then on depicted route to NASSA.	
27L/R	Climb heading 275° to 1527, then direct SLAWW, then on depicted route to NASSA.	
28	Climb heading 275° to intercept course 249° to WILSON, then on depicted route to NASSA.	

**TAKEOFF OBSTACLE NOTES**  
 See TAKEOFF OBSTACLE NOTES page (10-30B1).

This SID requires takeoff 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

**ROUTING**  
 MAINTAIN 10000. EXPECT clearance to filed altitude 10 minutes after departure.

CHANGES: Rwys 8L/R, 26L/R departure frequency.

ATLANTA Departure (R)  
 Rwy 8L/R, 26L/R 133.475 | Rwy 9L/R, 27L/R 125.65 | Rwy 10, 28 121.225

Apt Elev 1026

Trans alt: 18000

RNAV 1  
 DME/DME/IRU or GPS required

1. RADAR required for non-GPS equipped aircraft. 2. For turbojet aircraft only. 3. If unable to accept climb rate, advise Clearance Delivery on initial contact. 4. Use Departure frequency depicted unless otherwise advised. 5. Transponder code will be issued via PDC or Atlanta Clearance Delivery. 6. 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. 7. See additional requirements on AAUP (Attention All Users Page).

**PADGT 2 RNAV DEPARTURE (PADGT2.PADGT) (ALL RWYS)**

**SPEED RESTRICTION**  
 Accelerate to 250 KT, if unable, advise both Tower and Departure Control on initial contact.

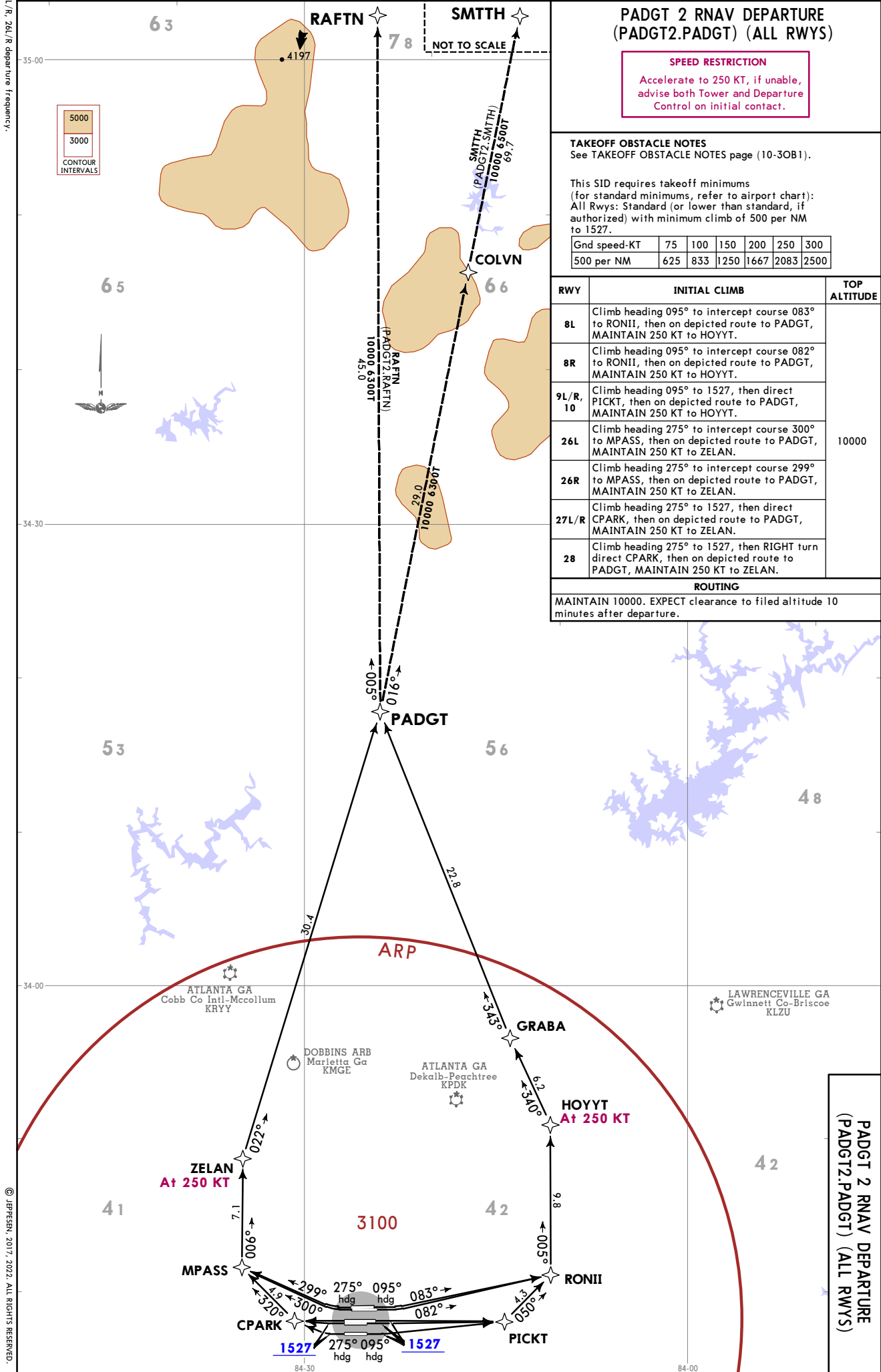
**TAKEOFF OBSTACLE NOTES**  
 See TAKEOFF OBSTACLE NOTES page (10-30B1).

This SID requires takeoff minimums (for standard minimums, refer to airport chart):  
 All Rwy: 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	TOP ALTITUDE
8L	Climb heading 095° to intercept course 083° to RONII, then on depicted route to PADGT, MAINTAIN 250 KT to HOYYT.	10000
8R	Climb heading 095° to intercept course 082° to RONII, then on depicted route to PADGT, MAINTAIN 250 KT to HOYYT.	
9L/R, 10	Climb heading 095° to 1527, then direct PICKT, then on depicted route to PADGT, MAINTAIN 250 KT to HOYYT.	
26L	Climb heading 275° to intercept course 300° to MPASS, then on depicted route to PADGT, MAINTAIN 250 KT to ZELAN.	
26R	Climb heading 275° to intercept course 299° to MPASS, then on depicted route to PADGT, MAINTAIN 250 KT to ZELAN.	
27L/R	Climb heading 275° to 1527, then direct CPARK, then on depicted route to PADGT, MAINTAIN 250 KT to ZELAN.	
28	Climb heading 275° to 1527, then RIGHT turn direct CPARK, then on depicted route to PADGT, MAINTAIN 250 KT to ZELAN.	

**ROUTING**  
 MAINTAIN 10000. EXPECT clearance to filed altitude 10 minutes after departure.



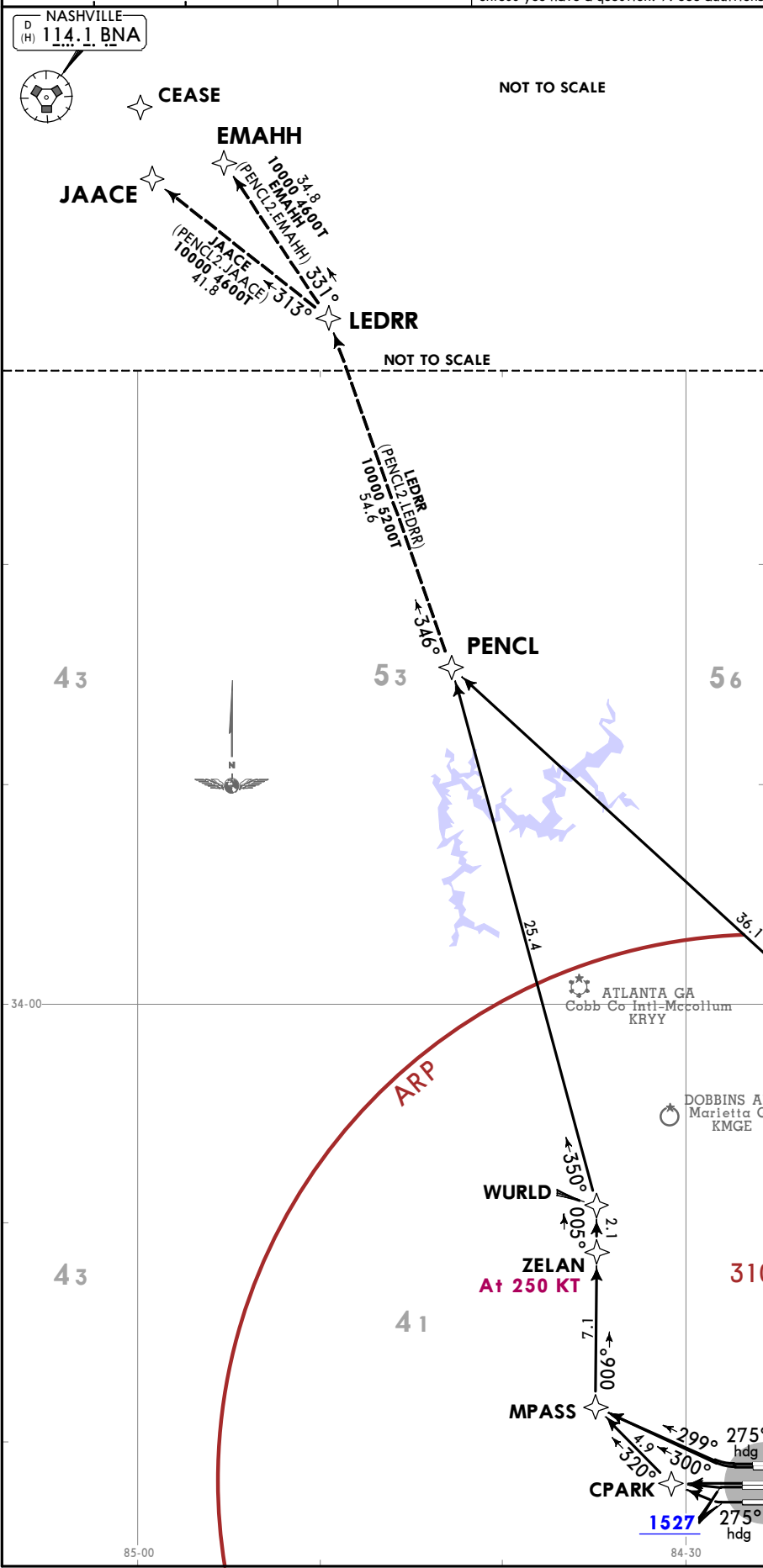
KATL/ATL  
 HARTSFIELD-  
 JACKSON ATLANTA INTL  
 18 MAR 22 (10-31) Eff: 24 Mar  
 ATLANTA, GA  
 RNAV SID

**PADGT 2 RNAV DEPARTURE (PADGT2.PADGT) (ALL RWYS)**

ATLANTA Departure (R)		
Rwys 8L/R, 26L/R	Rwys 9L/R, 27L/R	Rwys 10, 28
133.475	125.65	121.225

Apt Elev 1026  
Trans alt: 18000  
RNAV 1  
DME/DME/IRU or GPS required

1. RADAR required for non-GPS equipped aircraft. 2. For turbojet aircraft only. 3. If unable to accept climb rate, advise Clearance Delivery on initial contact. 4. Use Departure frequency depicted unless otherwise advised. 5. Transponder code will be issued via PDC or Atlanta Clearance Delivery.
6. 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. 7. See additional requirements on AAUP (Attention All Users Page).



**PENCL 2 RNAV DEPARTURE (PENCL2.PENCL) (ALL RWYS)**

**SPEED RESTRICTION**  
Accelerate to 250 KT, if unable, advise both Tower and Departure Control on initial contact.

**TAKEOFF OBSTACLE NOTES**  
See TAKEOFF OBSTACLE NOTES page (10-30B1).

This SID requires takeoff 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	TOP ALTITUDE
8L	Climb heading 095° to intercept course 083° to RONII, then on depicted route to PENCL, MAINTAIN 250 KT to HOYYT.	10000
8R	Climb heading 095° to intercept course 082° to RONII, then on depicted route to PENCL, MAINTAIN 250 KT to HOYYT.	
9L/R, 10	Climb heading 095° to 1527, then direct PICKT, then on depicted route to PENCL, MAINTAIN 250 KT to HOYYT.	
26L	Climb heading 275° to intercept course 300° to MPASS, then on depicted route to PENCL, MAINTAIN 250 KT to ZELAN.	
26R	Climb heading 275° to intercept course 299° to MPASS, then on depicted route to PENCL, MAINTAIN 250 KT to ZELAN.	
27L/R	Climb heading 275° to 1527, then direct CPARK, then on depicted route to PENCL, MAINTAIN 250 KT to ZELAN.	
28	Climb heading 275° to 1527, then RIGHT turn direct CPARK, then on depicted route to PENCL, MAINTAIN 250 KT to ZELAN.	

**ROUTING**

MAINTAIN 10000. EXPECT clearance to filed altitude 10 minutes after departure.

**PENCL 2 RNAV DEPARTURE (PENCL2.PENCL) (ALL RWYS)**

CHANGES: Rwys 8L/R, 26L/R departure frequency.  
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**KATL/ATL**  
**HARTSFIELD-**  
**JACKSON ATLANTA INTL**

**JEPPESEN**  
 18 MAR 22  
 EFF 22 MAR

**ATLANTA, GA**  
**RNAV SID**

1. RADAR required for non-GPS equipped aircraft. 2. For turboprop aircraft only. 3. If unable to accept climb rate, advise Clearance Delivery on initial contact. 4. Use Departure frequency depicted, unless otherwise advised. 5. Transponder code will be issued via DC or Atlanta Clearance Delivery. 6. Aircraft at midfield ramps will advise ramp tower of departure SID prior to pushback. Upon receipt of ATC clearance (from ATIS Clearance Delivery), readback only your call sign and transponder code, unless you have a question. 7. See additional requirements on AADP (Attention All Users Page).

Trans alt: 18000	ATLANTA Departure (R)	Apt Elev
RNAV 1	Rwys 8L/R, 26L/R	1026
DME/DME/IRU or GPS required	9L/R, 27L/R	125.65   121.225
	Rwys 10, 28	
	133.475	

**PHIIL 3 RNAV DEPARTURE (PHIIL3.PHIIL) (ALL RWYS)**

**SPEED RESTRICTION**  
 Accelerate to 250 KT, if unable, advise both Tower and Departure Control on initial contact.

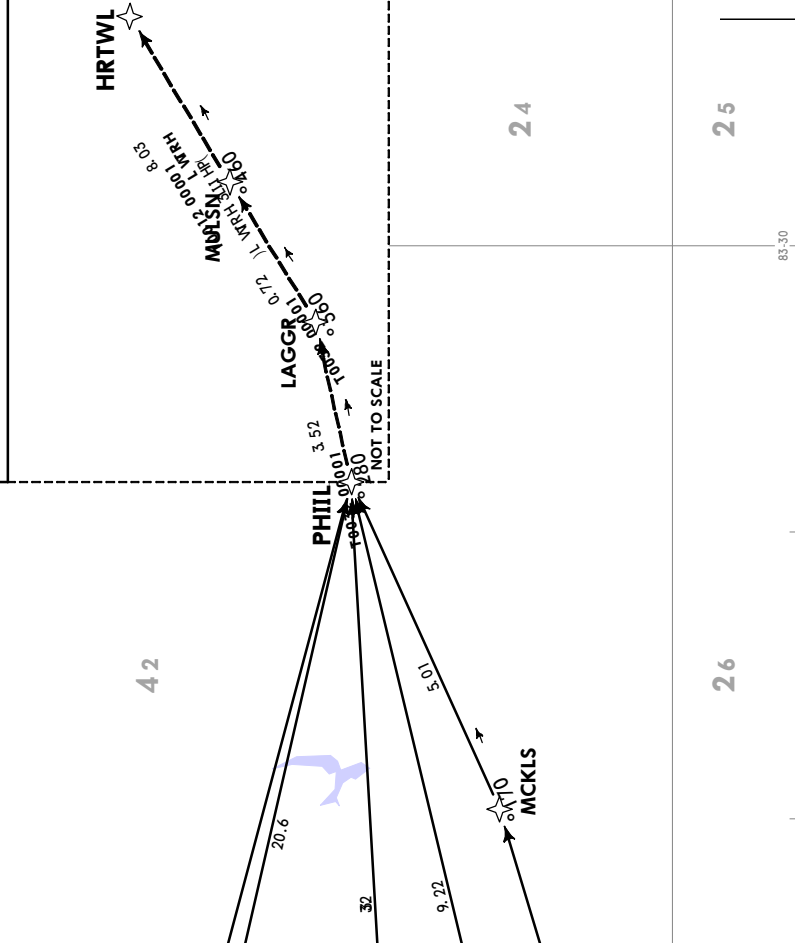
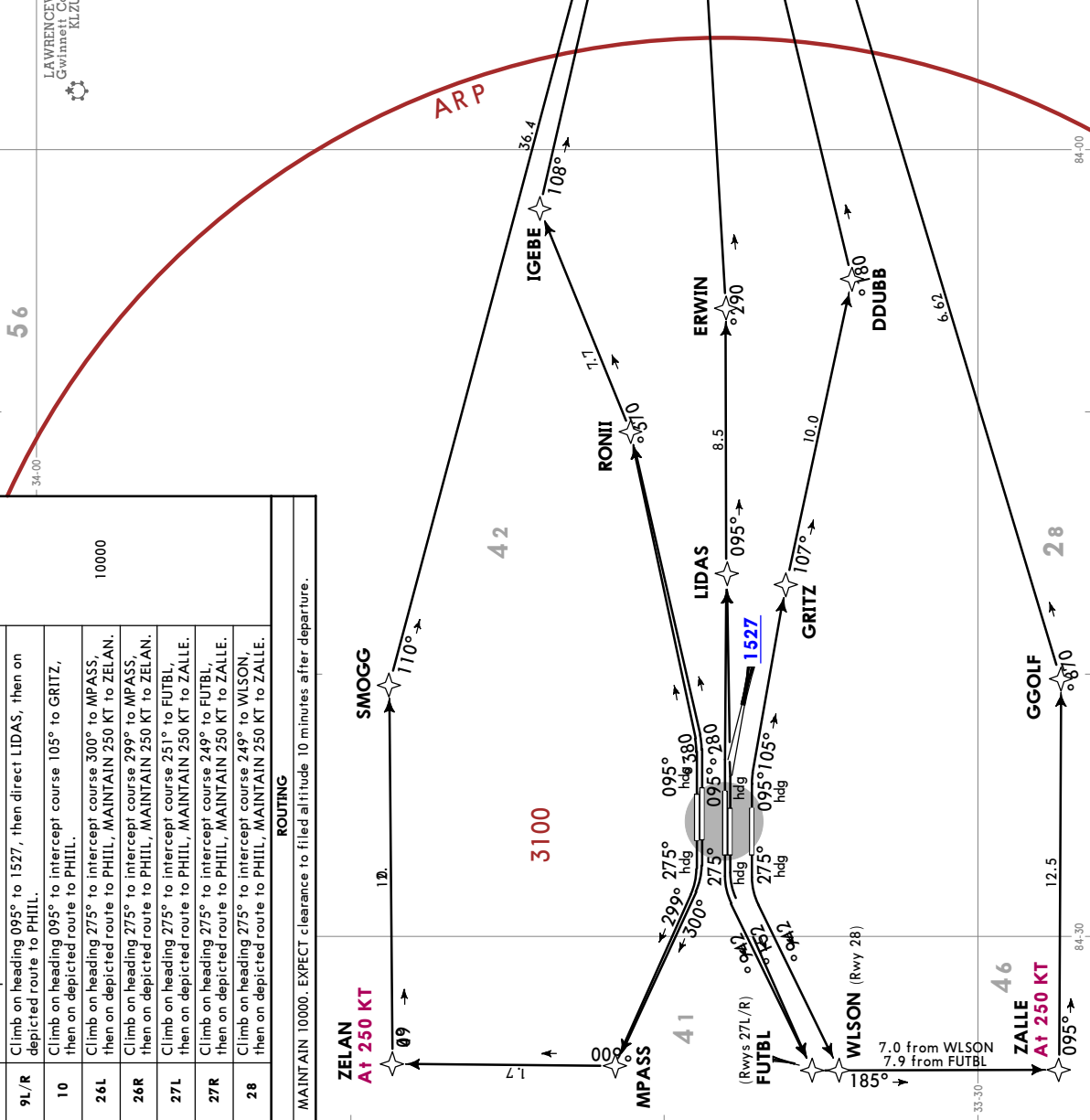
**TAKEOFF OBSTACLE NOTES**  
 For TAKEOFF OBSTACLE NOTES refer to 10-30B1.

This SID requires takeoff 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	TOP ALTITUDE
8L	Climb on heading 095° to intercept course 083° to RONII, then on depicted route to PHIIL.	10000
8R	Climb on heading 095° to intercept course 082° to RONII, then on depicted route to PHIIL.	
9L/R	Climb on heading 095° to 1527, then direct LIDAS, then on depicted route to PHIIL.	
10	Climb on heading 095° to intercept course 105° to GRITZ, then on depicted route to PHIIL.	
26L	Climb on heading 275° to intercept course 300° to MPASS, then on depicted route to PHIIL, MAINTAIN 250 KT to ZELAN.	
26R	Climb on heading 275° to intercept course 299° to MPASS, then on depicted route to PHIIL, MAINTAIN 250 KT to ZELAN.	
27L	Climb on heading 275° to intercept course 251° to FUTBL, then on depicted route to PHIIL, MAINTAIN 250 KT to ZALLE.	
27R	Climb on heading 275° to intercept course 249° to FUTBL, then on depicted route to PHIIL, MAINTAIN 250 KT to ZALLE.	
28	Climb on heading 275° to intercept course 249° to WILSON, then on depicted route to PHIIL, MAINTAIN 250 KT to ZALLE.	

**ROUTING**  
 MAINTAIN 10000. EXPECT clearance to filed altitude 10 minutes after departure.



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

**JEPPESEN**  
 2 SEP 22  
**ATLANTA, GA**  
**RNAV SID**

1. RADAR required for non-GPS equipped aircraft. 2. For turboprop aircraft only. 3. If unable to accept climb rate, advise clearance delivery on initial contact. 4. Use Departure frequency depicted unless otherwise advised. 5. Transponder code will be issued via POC or Atlanta Clearance Delivery. 6. Aircraft at midfield ramps will advise ramp towers of departure SID prior to pushback. Upon receipt of ATIS clearance (from ATL Clearance Delivery), readback only your call sign and transponder code, unless you have a question. 7. See additional requirements on AAPP. (Attention All Users Page).

Trans alt: 18000
RNAV 1 -
DME/DME/IRU
or GPS

ATLANTA Departure (R)	RNAV 1 -
Rwys 8L/R, 26L/R	10, 28
133.475	125.65
121.225	

**PLMMR**  
 For Enroute Transition refer to inset

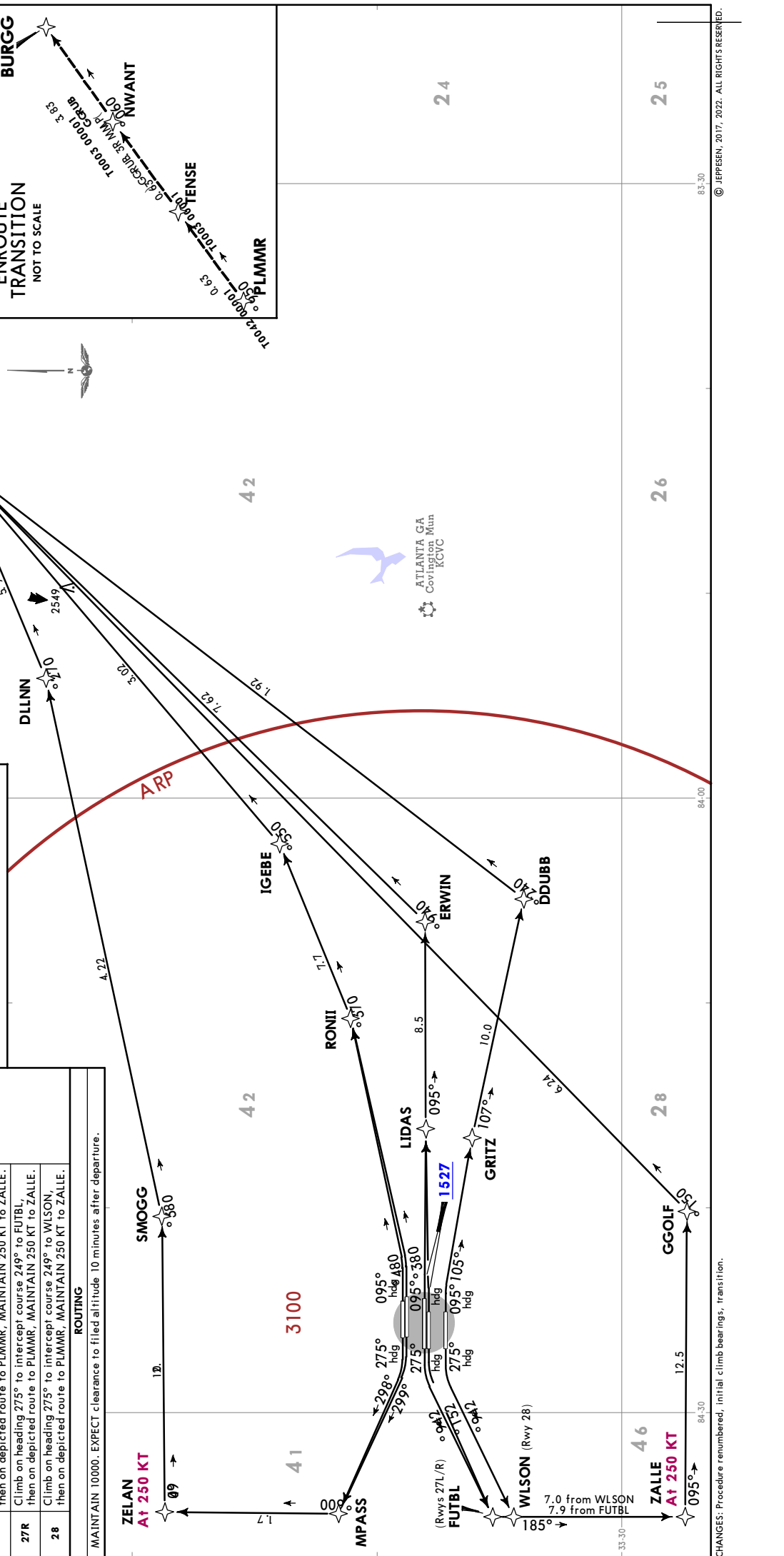
**PLMMR3 RNAV DEPARTURE (PLMMR3.PLMMR) (ALL RWYS)**

**SPEED RESTRICTION**  
 Accelerate to 250 KT, if unable, advise both Tower and Departure Control on initial contact

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

Grnd speed-KT	75	100	150	200	250	300
500 FT/NM	625	833	1250	1667	2083	2500

**TAKEOFF OBSTACLE NOTES**  
 See TAKEOFF OBSTACLE NOTES page (10-30B1).



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

**JEPPESEN**  
2 SEP 22 (10-3M) Eff 8 Sep

**ATLANTA, GA**  
RNAV SID

This SID requires takeoff minimums (for standard minimums, refer to airport chart):  
All RWYs: Standard (or lower than standard, if authorized) with minimum climb of 500 FT/NM to 1527.  
See TAKEOFF OBSTACLE NOTES page (10-30B1).

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

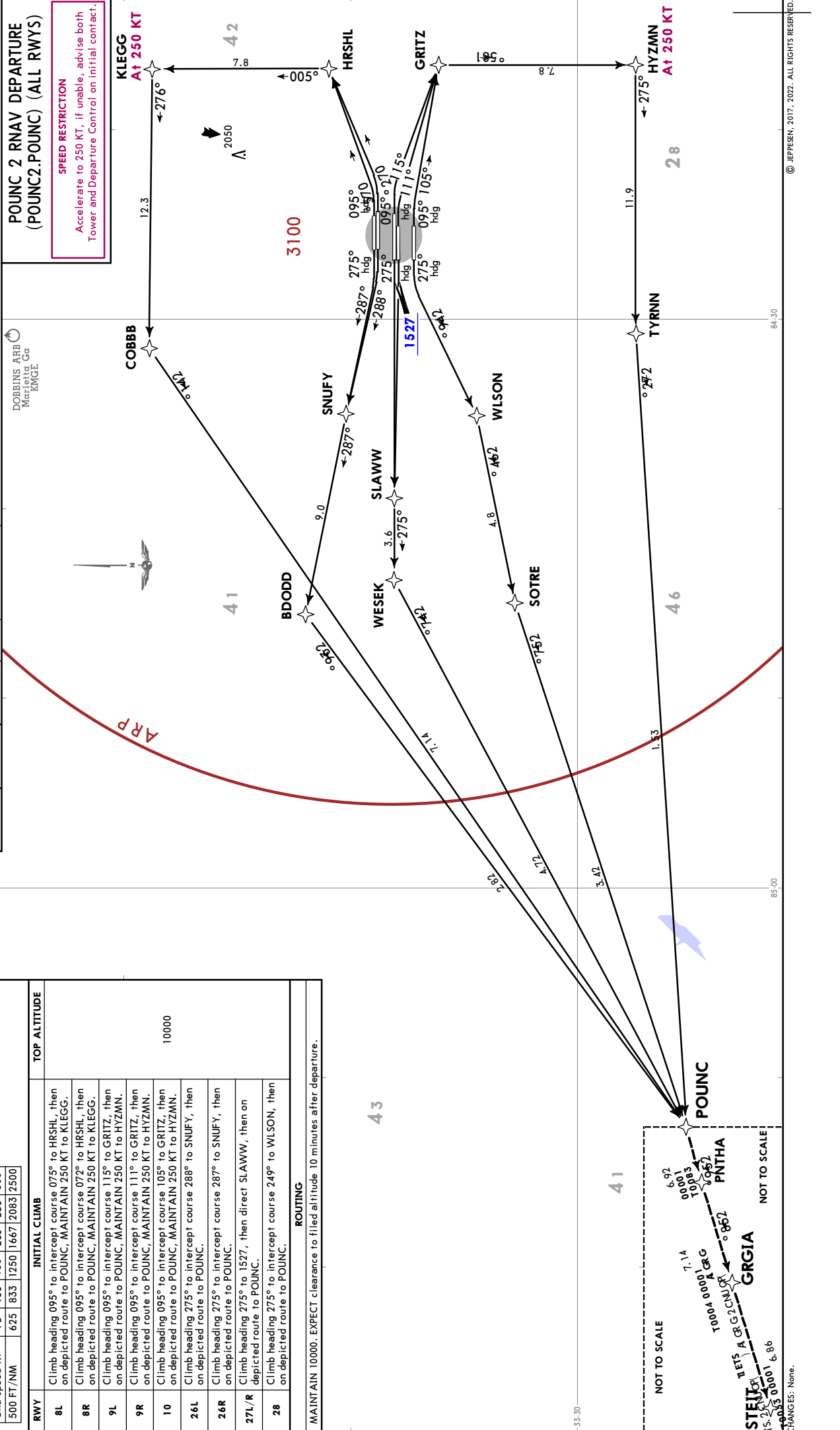
RWY	INITIAL CLIMB	TOP ALTITUDE
8L	Climb heading 095° to intercept course 075° to HRSHL, then on depicted route to POUNC, MAINTAIN 250 KT to KLEGG.	
8R	Climb heading 095° to intercept course 072° to HRSHL, then on depicted route to POUNC, MAINTAIN 250 KT to KLEGG.	
9L	Climb heading 095° to intercept course 115° to GRITZ, then on depicted route to POUNC, MAINTAIN 250 KT to HYZMN.	
9R	Climb heading 095° to intercept course 111° to GRITZ, then on depicted route to POUNC, MAINTAIN 250 KT to HYZMN.	
10	Climb heading 095° to intercept course 105° to GRITZ, then on depicted route to POUNC, MAINTAIN 250 KT to HYZMN.	10000
26L	Climb heading 275° to intercept course 288° to SNUFY, then on depicted route to POUNC.	
26R	Climb heading 275° to intercept course 287° to SNUFY, then on depicted route to POUNC.	
27L/R	Climb heading 275° to 1527, then direct SLAWW, then on depicted route to POUNC.	
28	Climb heading 275° to intercept course 249° to WILSON, then on depicted route to POUNC.	

**ROUTING**  
MAINTAIN 10000. EXPECT clearance to filed altitude 10 minutes after departure.

ATLANTA Departure (R)	
Rvys	Rvys
8L/R, 26L/R	9L/R, 27L/R
133.475	125.65
1026	121.225
Apt Elev	
1026	
Trans alt: 18000	

1. RADAR required for non-GPS equipped aircraft. 2. For turboprop aircraft only. 3. If unable to accept climb rate, advise Clearance Delivery on initial contact. 4. Use Departure frequency depicted unless otherwise advised. 5. Transponder code will be issued via PDC or Atlanta Clearance Delivery. 6. 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. 7. See additional requirements on AAP. (Attention All Users Page).

**POUNC 2 RNAV DEPARTURE (POUNC2.POUNC) (ALL RWYS)**  
**SPEED RESTRICTION**  
Accelerate to 250 KT, if unable, advise both Tower and Departure Control on initial contact.



ATLANTA Departure (R)  
 Rwy 8L/R, 26L/R 133.475  
 Rwy 9L/R, 27L/R 125.65  
 Rwy 10, 28 121.225

Apt Elev 1026

Trans alt: 18000

RNAV 1  
 DME/DME/IRU  
 or GPS required

1. RADAR required for non-GPS equipped aircraft. 2. For turbojet aircraft only. 3. If unable to accept climb rate, advise Clearance Delivery on initial contact. 4. Use Departure frequency depicted unless otherwise advised. 5. Transponder code will be issued via PDC or Atlanta Clearance Delivery. 6. 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. 7. See additional requirements on AAUP (Attention All Users Page).

### SMKEY 2 RNAV DEPARTURE (SMKEY2.SMKEY) (ALL RWYS)

**SPEED RESTRICTION**  
 Accelerate to 250 KT, if unable, advise both Tower and Departure Control on initial contact.

#### TAKEOFF OBSTACLE NOTES

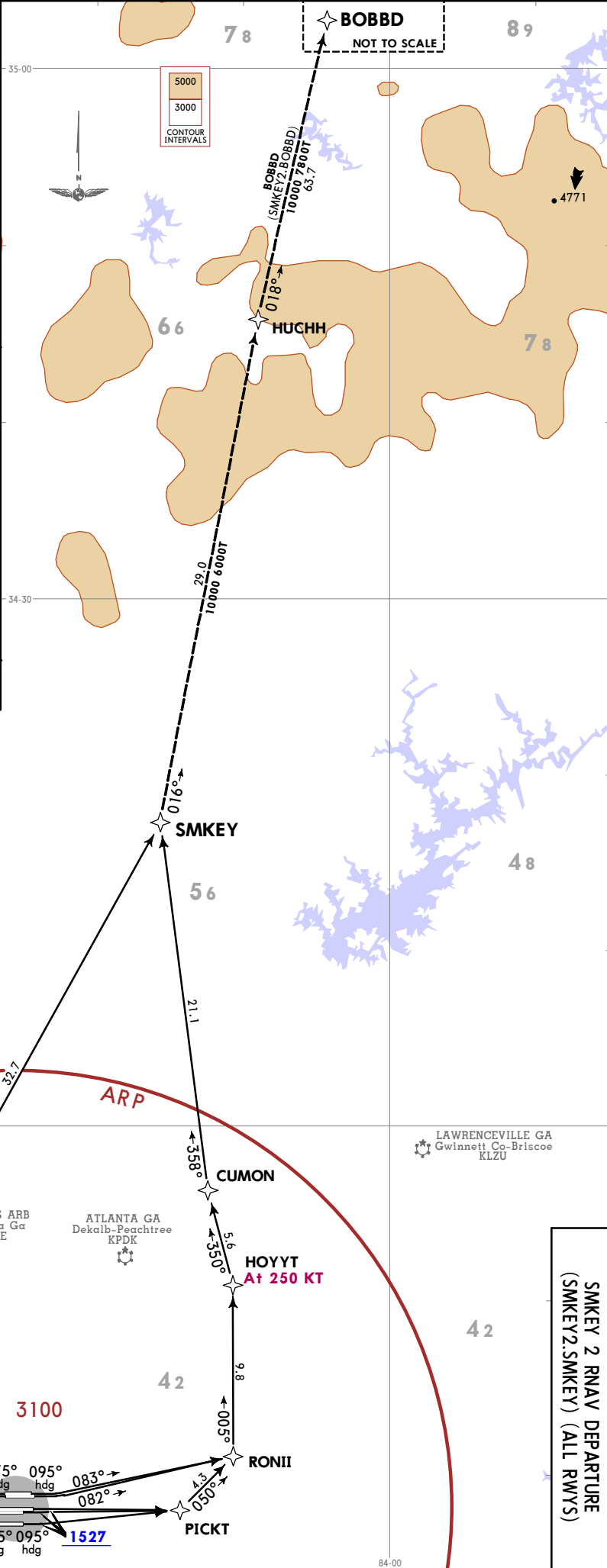
See TAKEOFF OBSTACLE NOTES page (10-30B1).

This SID requires takeoff minimums (for standard minimums, refer to airport chart): All Rwy: 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	TOP ALTITUDE
8L	Climb heading 095° to intercept course 083° to RONII, then on depicted route to SMKEY, MAINTAIN 250 KT to HOYYT.	10000
8R	Climb heading 095° to intercept course 082° to RONII, then on depicted route to SMKEY, MAINTAIN 250 KT to HOYYT.	
9L/R, 10	Climb heading 095° to 1527, then direct PICKT, then on depicted route to SMKEY, MAINTAIN 250 KT to HOYYT.	
26L	Climb heading 275° to intercept course 300° to MPASS, then on depicted route to SMKEY, MAINTAIN 250 KT to ZELAN.	
26R	Climb heading 275° to intercept course 299° to MPASS, then on depicted route to SMKEY, MAINTAIN 250 KT to ZELAN.	
27L/R	Climb heading 275° to 1527, then direct CPARK, then on depicted route to SMKEY, MAINTAIN 250 KT to ZELAN.	
28	Climb heading 275° to 1527, then RIGHT turn direct CPARK, then on depicted route to SMKEY, MAINTAIN 250 KT to ZELAN.	

**ROUTING**  
 MAINTAIN 10000. EXPECT clearance to filed altitude 10 minutes after departure.



KATL/ATL  
 HARTSFIELD-JACKSON ATLANTA INTL

JEPPESSEN  
 (10-3N) 13 MAY 22  
 EFF 19 MAY 22

ATLANTA, GA  
 RNAV SID

SMKEY 2 RNAV DEPARTURE (SMKEY2.SMKEY) (ALL RWYS)

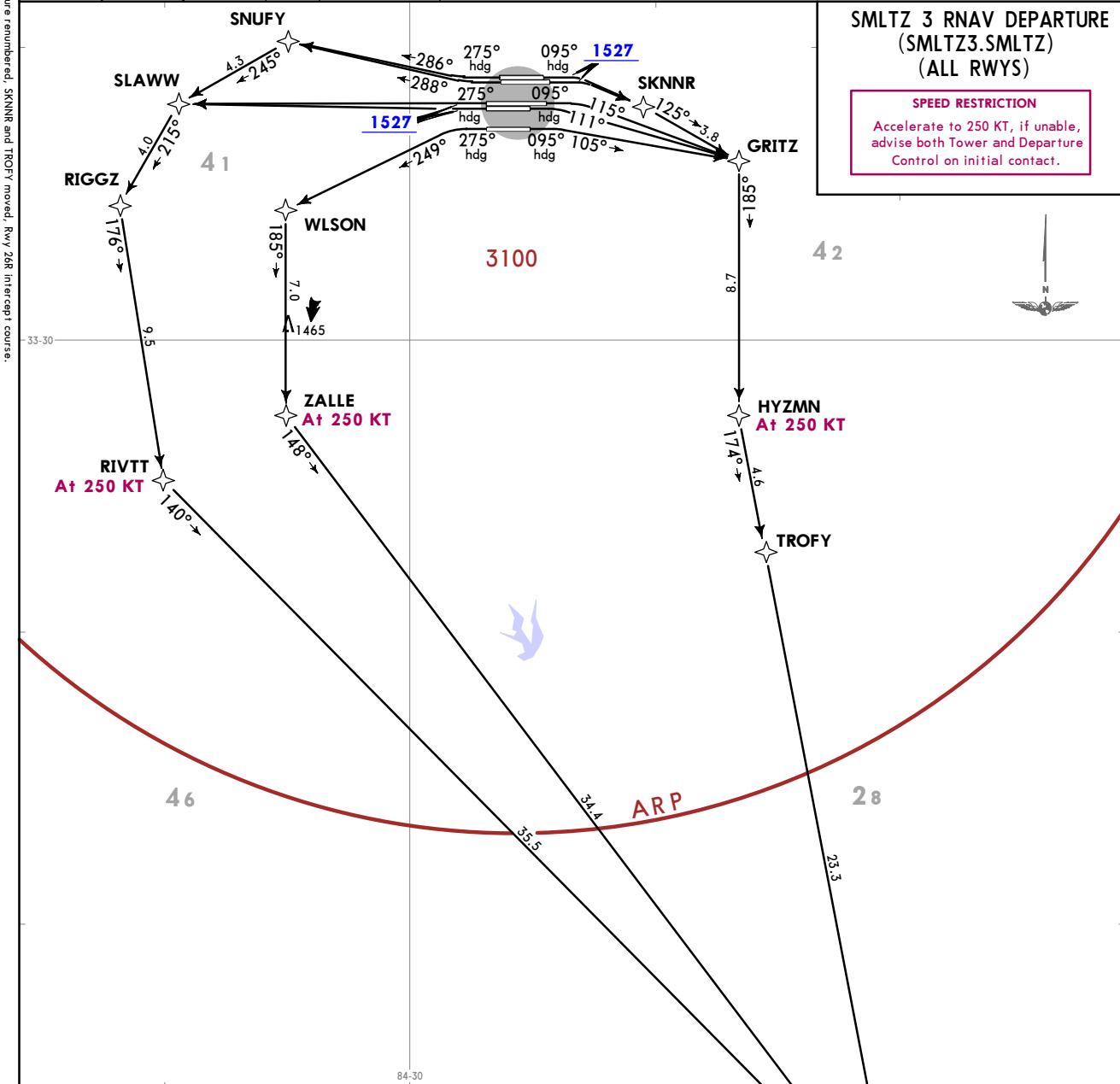
KATL/ATL


**JEPPESSEN**  
 4 SEP 20 **10-30B1** **Eff 10 Sep**
**ATLANTA, GA**  
 HARTSFIELD-  
 JACKSON ATLANTA INTL

## TAKEOFF OBSTACLE NOTES - DEPs

- RWY 8L:  
Trees beginning 855 from DER, 626 left of centerline, up to 62 AGL/1030 MSL.  
Trees beginning 930 from DER, 533 left of centerline, up to 1048 MSL.
- RWY 8R:  
Tree 345 from DER, 586 left of centerline, 57 AGL/1006 MSL. Tree 510 from DER, 503 left of centerline, 68 AGL/1013 MSL. Tower 4821 from DER, 1634 right of centerline, 139 AGL/1138 MSL.
- RWY 9L:  
Pole and antenna beginning 4805 from DER, 1729 left of centerline, up to 141 AGL/1137 MSL.
- RWY 10:  
Poles beginning 58 from DER, 467 right of centerline, up to 41 AGL/1016 MSL.
- RWY 26L:  
Building 1249 from DER, 751 left of centerline, 45 AGL/1059 MSL. Pole 1895 from DER, 964 left of centerline, 66 AGL/1079 MSL. Trees beginning 2797 from DER, 563 left of centerline, up to 61 AGL/1097 MSL. Trees beginning 2897 from DER, 468 left of centerline, up to 70 AGL/1103 MSL.
- RWY 26R:  
Pole 531 from DER, 619 right of centerline, 36 AGL/1032 MSL. Tree 1749 from DER, 908 right of centerline, 40 AGL/1073 MSL. Trees and poles beginning 1797 from DER, 122 right of centerline, up to 1081 MSL. Tree 1988 from DER, 486 left of centerline, 1067 MSL. Trees beginning 2334 from DER, 386 left of centerline, up to 58 AGL/1077 MSL. Tree 2648 from DER, 1185 right of centerline, 60 AGL/1099 MSL. Tree 2680 from DER, 127 left of centerline, 1086 MSL. Trees beginning 2808 from DER, 131 left of centerline, up to 1091 MSL. Tree 2880 from DER, 863 left of centerline, 61 AGL/1093 MSL. Trees beginning 2945 from DER, 840 left of centerline, up to 53 AGL/1102 MSL. Trees beginning 3048 from DER, 61 left of centerline, up to 55 AGL/1103 MSL. Pole 3195 from DER, 998 right of centerline, 48 AGL/1101 MSL. Tree 3341 from DER, 695 right of centerline, 56 AGL/1103 MSL. Tree 3369 from DER, 501 right of centerline, 1104 MSL. Towers and trees beginning 3381 from DER, 111 right of centerline, up to 71 AGL/1128 MSL. Tree 3586 from DER, 1082 left of centerline, 55 AGL/1105 MSL. Tree 3631 from DER, 1066 left of centerline, 56 AGL/1106 MSL. Trees beginning 3685 from DER, 1031 left of centerline, up to 66 AGL/1113 MSL. Antenna, trees and pole beginning 4140 from DER, 689 right of centerline, up to 101 AGL/1137 MSL.
- RWY 27L:  
Elevator 3937 from DER, 1256 right of centerline, 103 AGL/1129 MSL.
- RWY 27R:  
Terrain 17 from DER, 287 left of centerline, 1020 MSL. Terrain 17 from DER, 413 left of centerline, 1022 MSL. Signs beginning 58 from DER, 292 left of centerline, up to 4 AGL/1024 MSL. Pole 1011 from DER, 730 right of centerline, 32 AGL/1046 MSL. Agricultural equipment 3567 from DER, 864 right of centerline, 89 AGL/1113 MSL. Agricultural equipment 3674 from DER, 491 right of centerline, 96 AGL/1119 MSL. Elevator 3937 from DER, 203 right of centerline, 103 AGL/1129 MSL. Tree 4387 from DER, 999 right of centerline, 1141 MSL.
- RWY 28:  
Tree and catenary beginning 1949 from DER, 769 left of centerline, up to 39 AGL/1055 MSL. Tree 2026 from DER, 997 left of centerline, 50 AGL/1059 MSL. Sign 2428 from DER, 1026 left of centerline, 63 AGL/1067 MSL. Trees beginning 3158 from DER, 1208 left of centerline, up to 85 AGL/1097 MSL.

ATLANTA Departure (R)			Apt Elev 1026	Trans alt: 18000	1. RADAR required for non-GPS equipped aircraft. 2. Turbojet only. 3. If unable to accept climb rate, advise Clearance Delivery on initial contact. 4. Use Departure frequency depicted unless otherwise advised. 5. Transponder code will be issued via PDC or Atlanta Clearance Delivery. 6. 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. 7. See additional requirements on AAUP (Attention All Users Page).
Rwys 8L/R, 26L/R	Rwys 9L/R, 27L/R	Rwys 10, 28			



**SMLTZ 3 RNAV DEPARTURE (SMLTZ3.SMLTZ) (ALL RWYS)**

**SPEED RESTRICTION**  
Accelerate to 250 KT, if unable, advise both Tower and Departure Control on initial contact.

**TAKEOFF OBSTACLE NOTES**  
See TAKEOFF OBSTACLE NOTES page (10-3OB1).

This SID requires takeoff 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	TOP ALTITUDE
8L/R	Climb on heading 095° to 1527, then RIGHT turn direct SKNNR, then on depicted route to SMLTZ, MAINTAIN 250 KT to HYZMN.	10000
9L	Climb on heading 095° to intercept course 115° to GRITZ, then on depicted route to SMLTZ, MAINTAIN 250 KT to HYZMN.	
9R	Climb on heading 095° to intercept course 111° to GRITZ, then on depicted route to SMLTZ, MAINTAIN 250 KT to HYZMN.	
10	Climb on heading 095° to intercept course 105° to GRITZ, then on depicted route to SMLTZ, MAINTAIN 250 KT to HYZMN.	
26L	Climb on heading 275° to intercept course 288° to SNUFY, then on depicted route to SMLTZ, MAINTAIN 250 KT to RIVTT.	
26R	Climb on heading 275° to intercept course 286° to SNUFY, then on depicted route to SMLTZ, MAINTAIN 250 KT to RIVTT.	
27L/R	Climb on heading 275° to 1527, then direct SLAWW, then on depicted route to SMLTZ, MAINTAIN 250 KT to RIVTT.	
28	Climb on heading 275° to intercept course 249° to WILSON, then on depicted route to SMLTZ, MAINTAIN 250 KT to ZALLE.	

**ROUTING**  
MAINTAIN 10000. EXPECT clearance to filed altitude 10 minutes after departure.

KATL/ATL  
HARTSFIELD-  
JACKSON ATLANTA INTL

13 MAY 22 (10-3P) Eff 19 May

ATLANTA, GA  
RNAV SID

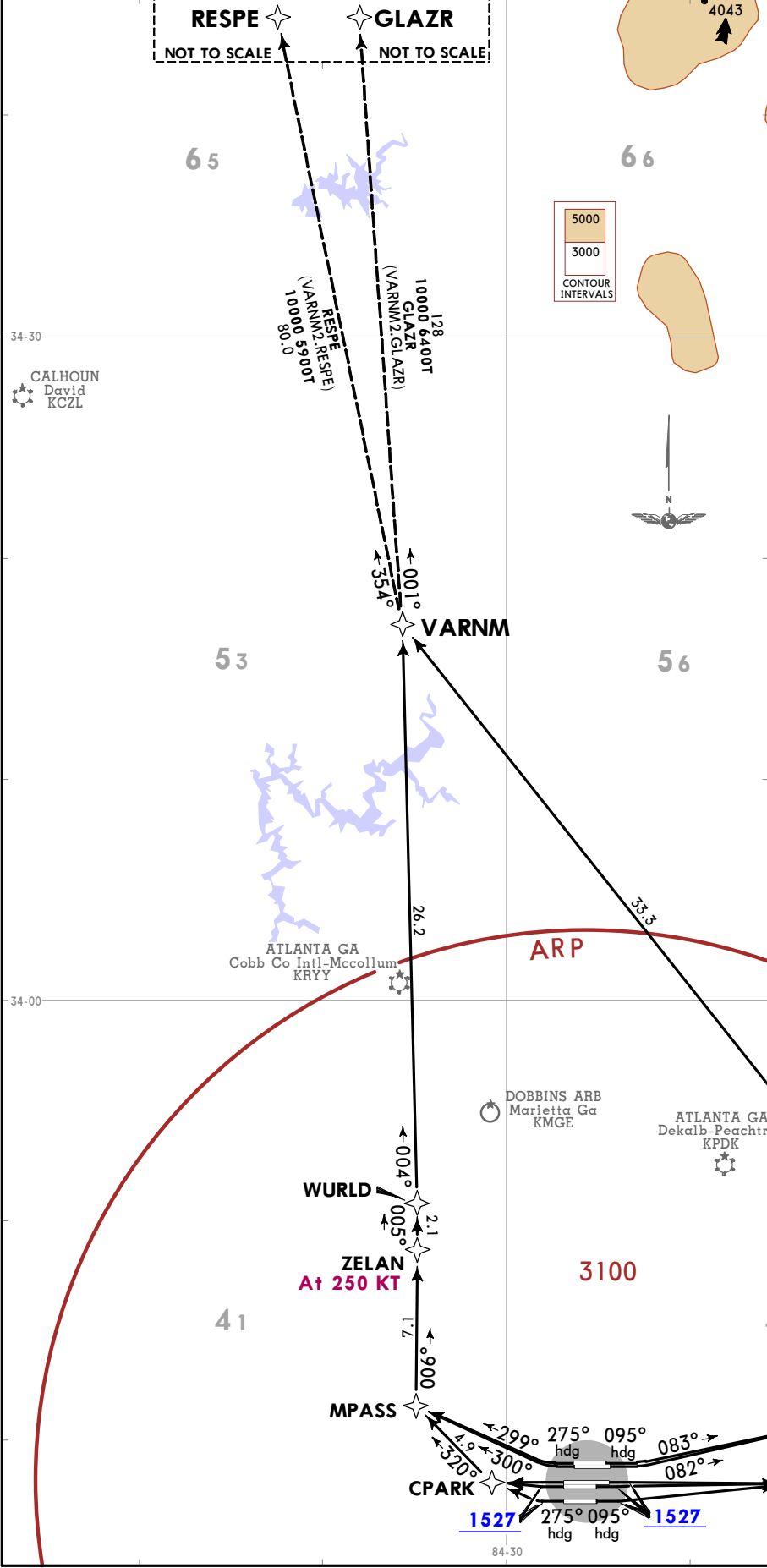
SMLTZ 3 RNAV DEPARTURE (SMLTZ3.SMLTZ) (ALL RWYS)

WALET  
NOT TO SCALE

CHANGES: None

KATL/ATL  
HARTSFIELD-  
JACKSON ATLANTA INTL

ATLANTA Departure (R)			Apt Elev 1026	Trans alt: 18000	1. RADAR required for non-GPS equipped aircraft. 2. For turbojet aircraft only. 3. If unable to accept climb rate, advise Clearance Delivery on initial contact. 4. Use Departure frequency depicted unless otherwise advised. 5. Transponder code will be issued via PDC or Atlanta Clearance Delivery. 6. 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. 7. See additional requirements on AAUP (Attention All Users Page).
Rwys 8L/R, 26L/R	Rwys 9L/R, 27L/R	Rwys 10, 28			



**VARNM 2 RNAV DEPARTURE  
(VARNM2.VARNM) (ALL RWYS)**

**SPEED RESTRICTION**  
Accelerate to 250 KT, if unable, advise both Tower and Departure Control on initial contact.

**TAKEOFF OBSTACLE NOTES**  
See TAKEOFF OBSTACLE NOTES page (10-30B1).

This SID requires takeoff 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	TOP ALTITUDE
8L	Climb heading 095° to intercept course 083° to RONII, then on depicted route to VARNM, MAINTAIN 250 KT to HOYTT.	10000
8R	Climb heading 095° to intercept course 082° to RONII, then on depicted route to VARNM, MAINTAIN 250 KT to HOYTT.	
9L/R, 10	Climb heading 095° to 1527, then direct PICKT, then on depicted route to VARNM, MAINTAIN 250 KT to HOYTT.	
26L	Climb heading 275° to intercept course 300° to MPASS, then on depicted route to VARNM, MAINTAIN 250 KT to ZELAN.	
26R	Climb heading 275° to intercept course 299° to MPASS, then on depicted route to VARNM, MAINTAIN 250 KT to ZELAN.	
27L/R	Climb heading 275° to 1527, then direct CPARK, then on depicted route to VARNM, MAINTAIN 250 KT to ZELAN.	
28	Climb heading 275° to 1527, then RIGHT turn direct CPARK, then on depicted route to VARNM, MAINTAIN 250 KT to ZELAN.	

**ROUTING**

MAINTAIN 10000. EXPECT clearance to filed altitude 10 minutes after departure.

**VARNM 2 RNAV DEPARTURE  
(VARNM2.VARNM)  
(ALL RWYS)**

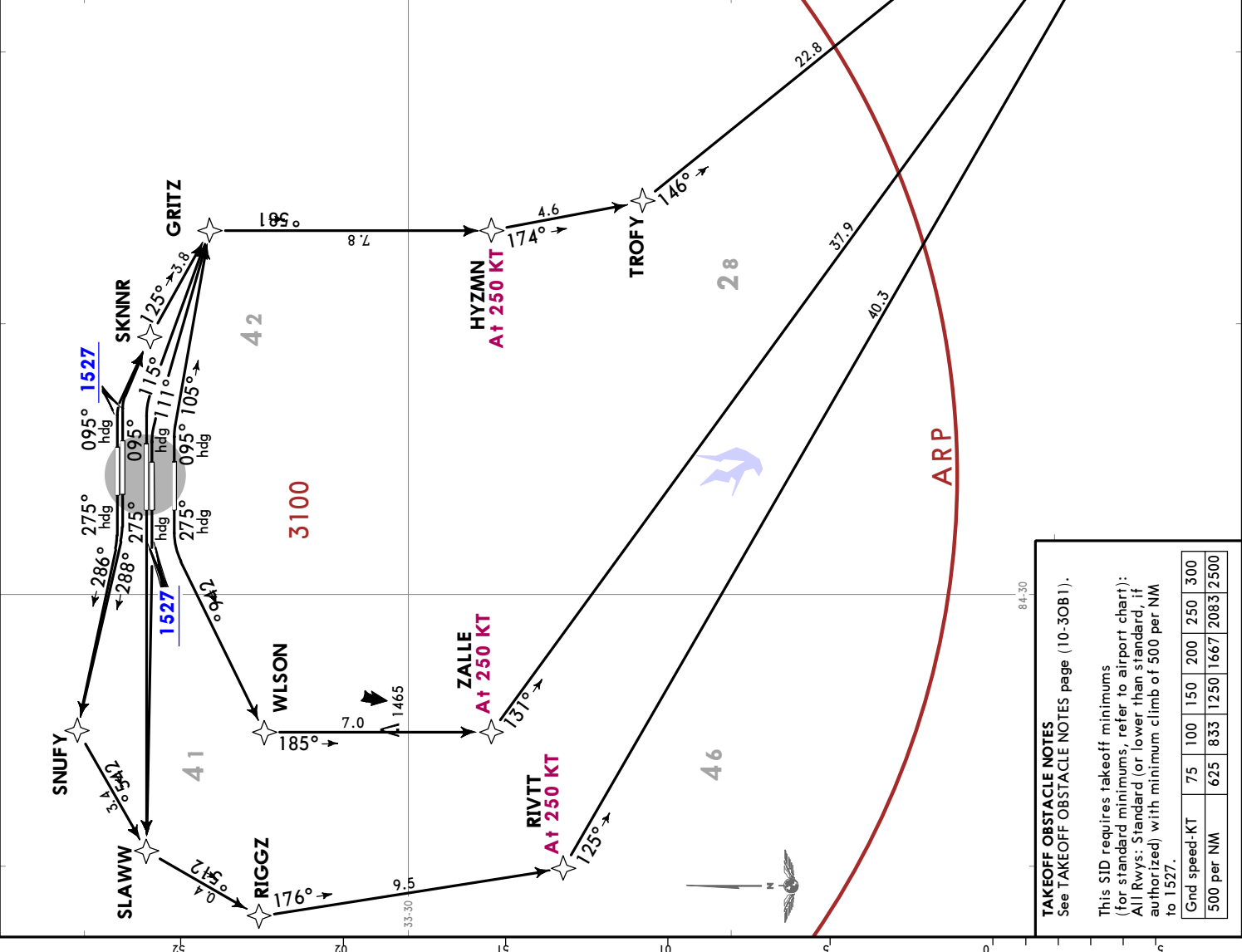
ATLANTA Departure (R)	Rwys	Trans alt: 18000
8L/R, 26L/R	9L/R, 27L/R	Apt Elev
133.475	125.65	1026
	121.225	RNAV 1-
		DME/DME/IRU or GPS

1. RADAR required for non-GPS equipped aircraft. 2. For turbojet aircraft only. 3. If unable to accept climb rate, advise Clearance Delivery on initial contact. 4. Use Departure frequency depicted unless otherwise advised. 5. Transponder code will be issued via PDC or Atlanta Clearance Delivery. 6. 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. 7. See additional requirements on AAUP (Attention All Users Page).

**VRSTY 3 RNAV DEPARTURE  
 (VRSTY3.VRSTY) (ALL RWYS)**

**SPEED RESTRICTION**  
 Accelerate to 250 KT, if unable, advise both Tower and Departure  
 Control on initial contact.

RWY	INITIAL CLIMB	TOP ALTITUDE
8L/R	Climb on heading 095° to 1527, then RIGHT turn direct SKNNR, then on track 125° to GRITZ, then on track 185° to HYZMN, then on track 174° to TROFY, then on track 146° to VRSTY, MAINTAIN 250 KT to HYZMN.	10000
9L	Climb on heading 095° to intercept course 115° to GRITZ, then on track 185° to HYZMN, then on track 174° to TROFY, then on track 146° to VRSTY, MAINTAIN 250 KT to HYZMN.	
9R	Climb on heading 095° to intercept course 111° to GRITZ, then on track 185° to HYZMN, then on track 174° to TROFY, then on track 146° to VRSTY, MAINTAIN 250 KT to HYZMN.	
10	Climb on heading 95° to intercept course 105° to GRITZ, then on track 185° to HYZMN, then on track 174° to TROFY, then on track 146° to VRSTY, MAINTAIN 250 KT to HYZMN.	
26L	Climb on heading 275° to intercept course 288° to SNUFY, then on track 245° to SLAWW, then on track 215° to RIGGZ, then on track 176° to RIVTT, then on track 125° to VRSTY, MAINTAIN 250 KT to RIVTT.	
26R	Climb on heading 275° to intercept course 286° to SNUFY, then on track 245° to SLAWW, then on track 215° to RIGGZ, then on track 176° to RIVTT, then on track 125° to VRSTY, MAINTAIN 250 KT to RIVTT.	
27L/R	Climb on heading 275° to 1527, then direct SLAWW, then on track 215° to RIGGZ, then on track 176° to RIVTT, then on track 125° to VRSTY, MAINTAIN 250 KT to RIVTT.	
28	Climb on heading 275° to intercept course 249°, to WILSON, then on track 185° to ZALLE, then on track 131° to VRSTY, MAINTAIN 250 KT to ZALLE.	
<b>ROUTING</b>		
MAINTAIN 10000. EXPECT clearance to filed altitude 10 minutes after departure.		



**TAKEOFF OBSTACLE NOTES**  
 See TAKEOFF OBSTACLE NOTES page (10-30B1).

This SID requires takeoff 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

ATLANTA Departure (R)  
 Rwy 8L/R 133.475 Rwy 9L/R 125.65  
 Apt Elev 1026  
 Trans alt: 18000  
 RNAV 1-DME/DME/IRU or GPS  
 1. RADAR required for non-GPS equipped aircraft. 2. For jet aircraft only. 3. If unable to accept climb rate, advise Clearance Delivery on initial contact. 4. Use Departure frequency depicted unless otherwise advised. 5. Transponder code will be issued via PDC or Atlanta Clearance Delivery. 6. 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. 7. See additional requirements on AAUP (Attention All Users Page).

**WIGLE 3 RNAV DEPARTURE (WIGLE3.WIGLE) (RWYS 8L/R, 9L/R)**

**SPEED RESTRICTION**  
 Accelerate to 250 KT, if unable, advise both Tower and Departure Control on initial contact.

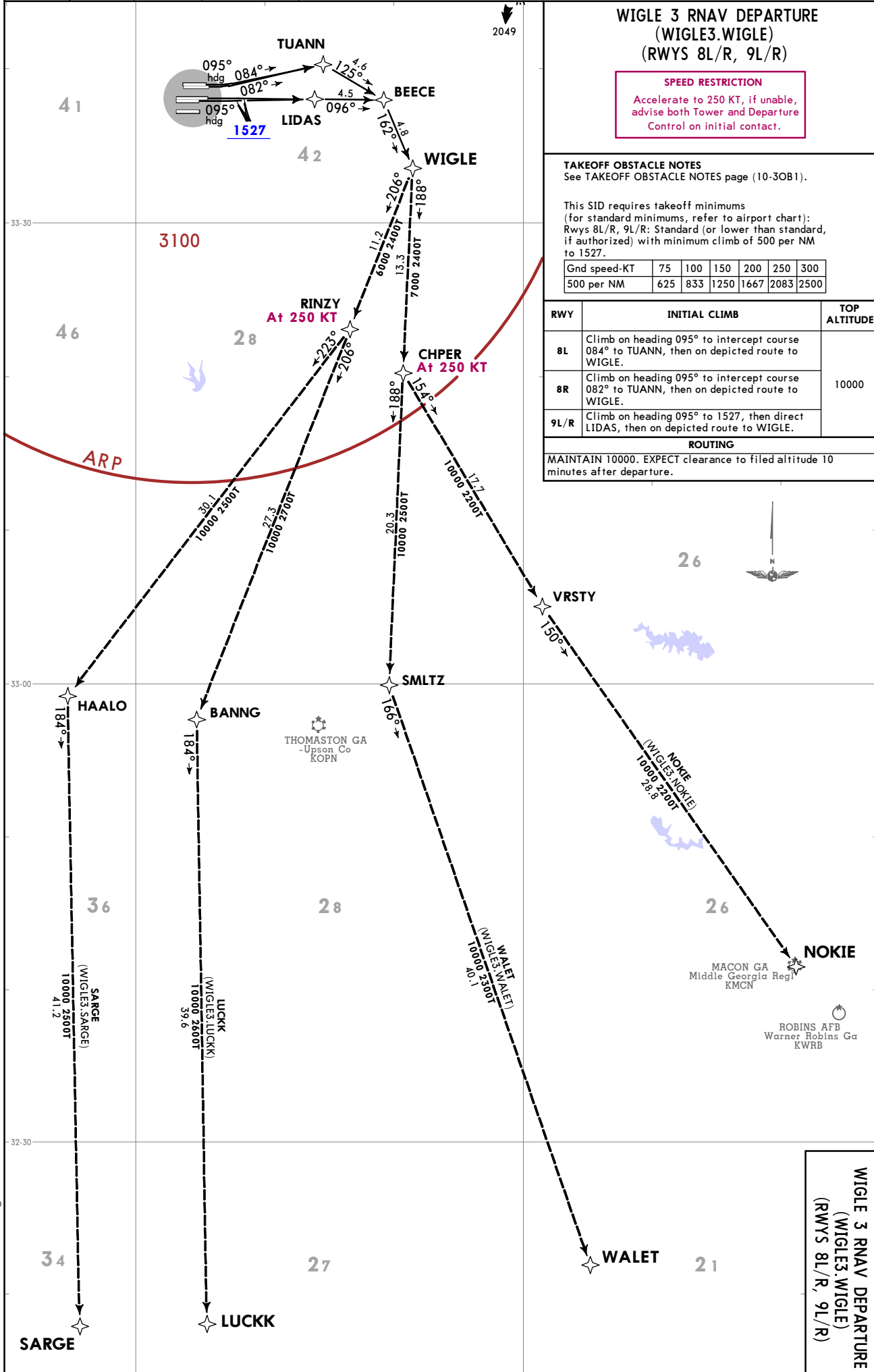
**TAKEOFF OBSTACLE NOTES**  
 See TAKEOFF OBSTACLE NOTES page (10-30B1).

This SID requires takeoff minimums (for standard minimums, refer to airport chart):  
 Rwy 8L/R: 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	TOP ALTITUDE
8L	Climb on heading 095° to intercept course 084° to TUANN, then on depicted route to WIGLE.	10000
8R	Climb on heading 095° to intercept course 082° to TUANN, then on depicted route to WIGLE.	
9L/R	Climb on heading 095° to 1527, then direct LIDAS, then on depicted route to WIGLE.	

**ROUTING**  
 MAINTAIN 10000. EXPECT clearance to filed altitude 10 minutes after departure.



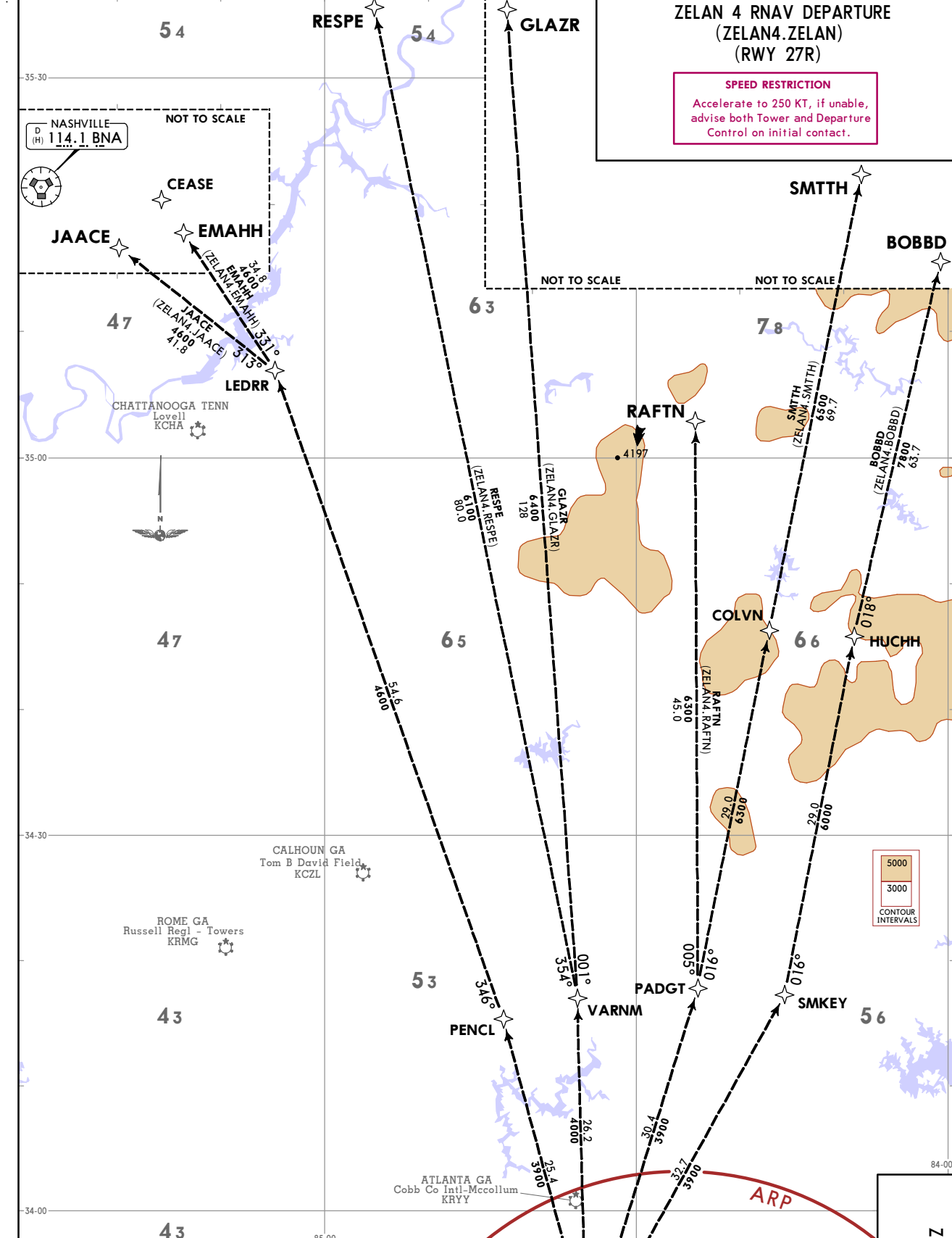
KATL/ATL  
 HARTSFIELD-JACKSON ATLANTA INTL

JEPPesen  
 13 MAY 22  
 ATLANTA, GA  
 RNAV SID

**WIGLE 3 RNAV DEPARTURE (WIGLE3.WIGLE) (RWYS 8L/R, 9L/R)**

ATLANTA Departure (R) 125.65 Apt Elev 1026 Trans alt: 18000

1. RNP-1. 2. RF required. 3. GPS required. 4. For turbojets only. 5. If unable to accept climb rate, advise Clearance Delivery on initial contact. 6. Transponder code will be issued via PDC or Atlanta Clearance Delivery. 7. Aircraft at midfield ramps will advise ramp towers of departure SID prior to pushback. Upon receipt of ATC clearance (from Atlanta Clearance Delivery), readback only your callsign and transponder code, unless you have a question. 8. Use departure frequency depicted unless otherwise assigned. 9. See additional requirements on AAUP (Attention All Users Page).



**OBSTACLES**  
For TAKEOFF OBSTACLE NOTES refer to 10-30B1.

This SID requires take-off minimums (for standard minimums, refer to airport chart):  
Rwy 27R: 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**  
Climb on course 275° to CPARK, then RIGHT turn to MPASS, then on track 006° to cross ZELAN at or above 6000. MAINTAIN 250 KT until ZELAN. Then on assigned enroute transition. MAINTAIN 10000 or filed altitude, if lower. EXPECT clearance to filed altitude 10 minutes after departure.

**TOP ALTITUDE**  
10000

KATL/ATL  
HARTSFIELD-  
JACKSON ATLANTA INTL  
13 MAY 22 (10-3U) Eff. 19 May  
JEPPESSEN  
ATLANTA, GA  
RNAV SID

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KATL/ATL



TAXI

HARTSFIELD-JACKSON  
ATLANTA INTL

28 APR 23 10-6

ATLANTA, GA

**STANDARD TAXI ROUTES**

**Coded Taxi Routes**

To use coded routes, a company-specific LOA must be in place with Atlanta Air Traffic Control. Upon acknowledgement of a taxi clearance with a coded taxi route, crews are expected to adhere to the published route unless otherwise instructed. **Do not cross or access runways without specific clearance from ATC. Crews are required to read back all hold short instructions.**

**DEPARTURES**

To Runway 27R		
Route Ident	Starting Point	Routing Via
Rwy 27R Standard Taxi	Ramps 1S-6S	- Left turn Lima - Right turn Juliett - Left turn Mike - Right turn Lima Charlie - When advised, Monitor Tower 123.85

**ARRIVALS: NORTH & CENTER COMPLEX**

From Runway 8L/26R		
Route Ident	Starting Point	Routing Via
Victor Loop	Vacate Rwy 8L/26R	- Bravo - Victor - Contact Ground 121.9 on Victor - Hold Short Echo until advised

From Runway 9R		
Route Ident	Starting Point	Routing Via
Papa Loop	Vacate Rwy 9R	- Left turn November - [Expect sequencing with Rwy 10 Arrivals at November-2 or Papa] - Right turn Papa - <b>HOLD SHORT</b> Rwy 9L at Papa - Lima - Contact Ground 121.75 <b>on Lima</b> - Hold Short Tango until advised

From Runway 27L		
Route Ident	Starting Point	Routing Via
Whiskey Loop	Vacate Rwy 27L	- Left turn November - Whiskey - Contact Ground 121.75 <b>on WHISKEY</b> - Hold Short Lima until advised

KATL/ATL



TAXI

HARTSFIELD-JACKSON  
ATLANTA INTL

28 APR 23 (10-6A)

ATLANTA, GA

**STANDARD TAXI ROUTES (CONTD.)**

**ARRIVALS: SOUTH COMPLEX**

From Runway 10/28		
Route Ident	Starting Point	Routing Via
Pink Sierra Charlie	Vacate Rwy 10/28	- Sierra Golf - Sierra Charlie - Monitor Tower 119.3 <b>on Sierra Charlie</b> - <b>HOLD SHORT</b> Rwy 9R/27L at Sierra Charlie - Expect further instructions from ATC
Pink 3	Vacate Rwy 10/28	- Sierra Golf - Sierra Charlie - Monitor Tower 119.3 <b>on Sierra Charlie</b> - Left turn Romeo - Right turn Romeo-3 - <b>HOLD SHORT</b> Rwy 9R/27L at Romeo-3 - Expect further instructions from ATC
Pink West	Vacate Rwy 10/28	- Sierra Golf - Sierra Charlie - Monitor Tower 119.3 <b>on Sierra Charlie</b> - Left turn Romeo - <b>HOLD SHORT</b> Rwy 9R/27L at West End - Expect further instructions from ATC
Black 7	Vacate Rwy 10/28	- Sierra Golf - Sierra Juliett - Monitor Tower 119.3 <b>on Sierra Juliett</b> - Right turn Romeo - Left turn Romeo-7 - <b>HOLD SHORT</b> Rwy 9R/27L at Romeo-7 - Expect further instructions from ATC
Black 11	Vacate Rwy 10/28	- Sierra Golf - Sierra Juliett - Monitor Tower 119.3 <b>on Sierra Juliett</b> - Right turn Romeo - Left turn Romeo-11 - <b>HOLD SHORT</b> Rwy 9R/27L at Romeo-11 - Expect further instructions from ATC
Black East	Vacate Rwy 10/28	- Sierra Golf - Sierra Juliett - Monitor Tower 119.3 <b>on Sierra Juliett</b> - Right turn Romeo - <b>HOLD SHORT</b> Rwy 9R/27L at EAST END - Expect further instructions from ATC

**ATTENTION FLIGHT CREWS, IF ASSIGNED A CODED ROUTE EXITING RUNWAY 10/28, YOU MAY BE ASSIGNED AN ADDITIONAL CODED ROUTE DURING TAXI TO YOUR ASSIGNED RAMP.**



**KATL/ATL**

14 FEB 25 **(10-9A)** **EFF 20 Feb**

**JEPPESEN**

**ATLANTA GA**  
**HARTSFIELD/JACKSON**  
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TERPS		TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE	
LOWER THAN STANDARD OpSpec Authorization Required		STANDARD	
CL & HIRL	RCLM (day only) or CL or HIRL	RCLM or CL or HIRL or Adequate Vis Ref	1 & 2 Eng
TDZ RVR 5	TDZ RVR 10	TDZ RVR 16	RVR 24 or 1/2
Mid RVR 5	Mid RVR 10	Mid RVR 16 (if TDZ inop)	RVR 50 or 1
Rollout RVR 5	Rollout RVR 10	Rollout RVR 16 or 1/4	
<b>Rwy 9L</b>			
With Min climb of 270'/NM to 1200'			
LOWER THAN STANDARD OpSpec Authorization Required		STANDARD	
2 operating RVRs are required.		RCLM or CL or HIRL or Adequate Vis Ref	
All operating RVRs are controlling.		3 & 4 Eng	
CL & HIRL	RCLM (day only) or CL or HIRL	RCLM or CL or HIRL or Adequate Vis Ref	1 & 2 Eng
TDZ RVR 5	TDZ RVR 10	TDZ RVR 16	RVR 24 or 1/2
Mid RVR 5	Mid RVR 10	Mid RVR 16 (if TDZ inop)	RVR 50 or 1
Rollout RVR 5	Rollout RVR 10	Rollout RVR 16 or 1/4	

**OBSTACLE DP**

Rwy 8R, climb heading 095° to 1500' before turning right.  
Rwy 9L, climb heading 095° to 1400' before turning left.

(For TAKE-OFF OBSTACLE NOTES see 10-9A1)

FOR FILING AS ALTERNATE

ILS Rwy 8L/R ILS Rwy 9L/R ILS PRM Rwy 9R ILS PRM Rwy 10 ILS PRM Rwy 10 ILS Rwy 26L/R ILS Rwy 27L/R ILS Rwy 28	LOC Rwy 8L/R LOC Rwy 9L/R LOC Rwy 26L/R LOC Rwy 27R LOC Rwy 28 RNAV (GPS) Y Rwy 8L RNAV (GPS) Rwy 8R RNAV (GPS) Rwy 9L/R RNAV (GPS) Y Rwy 10 RNAV (GPS) Rwy 26L	RNAV (GPS) Y Rwy 26R RNAV (GPS) Rwy 27L/R RNAV (GPS) PRM Rwy 27L RNAV (GPS) Y Rwy 28 RNAV (GPS) PRM Y Rwy 28 RNAV (RNP) Z Rwy 8L RNAV (RNP) Z Rwy 8R RNAV (RNP) Z Rwy 10 RNAV (RNP) Z Rwy 26R RNAV (RNP) Y Rwy 10 RNAV (RNP) Y Rwy 26L	LOC Rwy 27L 800-2 800-2 1/4 800-2 3/4
600-2	800-2	NA	NA
A	B	C	D

**GENERAL**  
 ASDE-X in use. Operate transponders with altitude reporting mode and ADS-B (if equipped) enabled on all airport surfaces.  
 Bird activity on and in vicinity of airport.  
 Terminal Doppler Weather Radar.  
 Low-level wind shear alert system.  
 Noise and operations monitoring system (NOMS) program in effect; call the Atlanta Department of Aviation 770-436-6473 for more information.  
 Preferential rwy use in effect, expect to use Rwy 8R/26L, 9L/27R for departures;  
 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.  
 Landing aircraft can expect to remain on Twr frequency until specifically instructed to contact Gnd control.

RWY	THRESHOLD	USABLE LENGTHS		LAHSO Distance	TAKE-OFF	WIDTH
		LANDING BEYOND	GLIDE SLOPE			
8R	HIRL CL ① PAPI-L	grooved RVR	8750' 2667m			150' 46m
26L	HIRL CL MALSR ② PAPI-L	grooved RVR	8899' 2712m			150' 46m
① Angle 3.0°. ② Unusable beyond 7° left and right of runway centerline.						
8L	HIRL CL ALSF-II TDZ ③ PAPI-L	grooved RVR	7800' 2377m	Twy B13 8490' 2588m		150' 46m
26R	HIRL CL MALSR TDZ ④ PAPI-L	grooved RVR	7851' 2393m	Twy H 8500' 2591m		150' 46m
③ Angle 3.0°. ④ LDA 8800' (2682m). ⑤ LDA 8500' (2591m). ⑥ Unusable beyond 6° left and 7° right of runway centerline.						
9R	HIRL CL ALSF-II TDZ ⑦ PAPI-L	grooved RVR	7848' 2392m	Twy J 8627' 2630m		150' 46m
27L	HIRL CL ALSF-II TDZ ⑧ PAPI-R	grooved RVR	7924' 2415m	Twy P 8600' 2621m		150' 46m
⑦ Angle 3.0°. ⑧ LDA 8865' (2702m).						
9L	HIRL CL ⑩ PAPI-R	grooved RVR	11,290' 3441m			150' 46m
⑨/27R	HIRL CL MALS ⑩ PAPI-R	grooved RVR	10,870' 3313m			150' 46m
⑨ Tree 4424' (1348m) from departure end of runway, 1006' (307m) right of centerline. ⑩ Angle 3.0°. ⑪ LDA 11,730' (3575m). ⑫ LDA 11,890' (3624m).						
10	HIRL CL ALSF-II TDZ ⑬ PAPI-R	grooved RVR	7851' 2393m			150' 46m
28			7900' 2408m			150' 46m
⑬ Angle 3.00°.						

**RUNWAY INCURSION HOT SPOTS** HS1

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

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

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

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 4 SEP 20  
 Eff 10 Sep

(10-9A1)

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## ODP TAKEOFF OBSTACLE NOTES

- Rwy 8L:

Trees beginning 855' from DER, 626' left of centerline, up to 62' AGL/1030' MSL.  
 Trees beginning 930' from DER, 533' left of centerline, up to 1048' MSL.

- Rwy 8R:

Tree 345' from DER, 586' left of centerline, 57' AGL/1006' MSL. Tree 510' from DER, 503' left of centerline, 68' AGL/1013' MSL. Tower 4821' from DER, 1634' right of centerline, 139' AGL/1138' MSL.

- Rwy 9L:

Pole and antenna beginning 4805' from DER, 1729' left of centerline, up to 141' AGL/1137' MSL.

- Rwy 10:

Poles beginning 58' from DER, 467' right of centerline, up to 41' AGL/1016' MSL.

- Rwy 26L:

Building 1249' from DER, 751' left of centerline, 45' AGL/1059' MSL. Pole 1895' from DER, 964' left of centerline, 66' AGL/1079' MSL. Trees beginning 2797' from DER, 563' left of centerline, up to 61' AGL/1097' MSL. Trees beginning 2897' from DER, 468' left of centerline, up to 70' AGL/1103' MSL.

- Rwy 26R:

Pole 531' from DER, 619' right of centerline, 36' AGL/1032' MSL. Tree 1749' from DER, 908' right of centerline, 40' AGL/1073' MSL. Trees and poles beginning 1797' from DER, 122' right of centerline, up to 1081' MSL. Tree 1988' from DER, 486' left of centerline, 1067' MSL. Trees beginning 2334' from DER, 386' left of centerline, up to 58' AGL/1077' MSL. Tree 2648' from DER, 1185' right of centerline, 60' AGL/1099' MSL. Tree 2680' from DER, 127' left of centerline, 1086' MSL. Trees beginning 2808' from DER, 131' left of centerline, up to 1091' MSL. Tree 2880' from DER, 863' left of centerline, 61' AGL/1093' MSL. Trees beginning 2945' from DER, 840' left of centerline, up to 53' AGL/1102' MSL. Trees beginning 3048' from DER, 61' left of centerline, up to 55' AGL/1103' MSL. Pole 3195' from DER, 998' right of centerline, 48' AGL/1101' MSL. Tree 3341' from DER, 695' right of centerline, 56' AGL/1103' MSL. Tree 3369' from DER, 501' right of centerline, 1104' MSL. Towers and trees beginning 3381' from DER, 111' right of centerline, up to 71' AGL/1128' MSL. Tree 3586' from DER, 1082' left of centerline, 55' AGL/1105' MSL. Tree 3631' from DER, 1066' left of centerline, 56' AGL/1106' MSL. Trees beginning 3685' from DER, 1031' left of centerline, up to 66' AGL/1113' MSL. Antenna, trees and pole beginning 4140' from DER, 689' right of centerline, up to 101' AGL/1137' MSL.

- Rwy 27L:

Elevator 3937' from DER, 1256' right of centerline, 103' AGL/1129' MSL.

- Rwy 27R:

Terrain 17' from DER, 287' left of centerline, 1020' MSL. Terrain 17' from DER, 413' left of centerline, 1022' MSL. Signs beginning 58' from DER, 292' left of centerline, up to 4' AGL/1024' MSL. Pole 1011' from DER, 730' right of centerline, 32' AGL/1046' MSL. Agricultural equipment 3567' from DER, 864' right of centerline, 89' AGL/1113' MSL. Agricultural equipment 3674' from DER, 491' right of centerline, 96' AGL/1119' MSL. Elevator 3937' from DER, 203' right of centerline, 103' AGL/1129' MSL. Tree 4387' from DER, 999' right of centerline, 1141' MSL.

- Rwy 28:

Tree and catenary beginning 1949' from DER, 769' left of centerline, up to 39' AGL/1055' MSL. Tree 2026' from DER, 997' left of centerline, 50' AGL/1059' MSL. Sign 2428' from DER, 1026' left of centerline, 63' AGL/1067' MSL. Trees beginning 3158' from DER, 1208' left of centerline, up to 85' AGL/1097' MSL.

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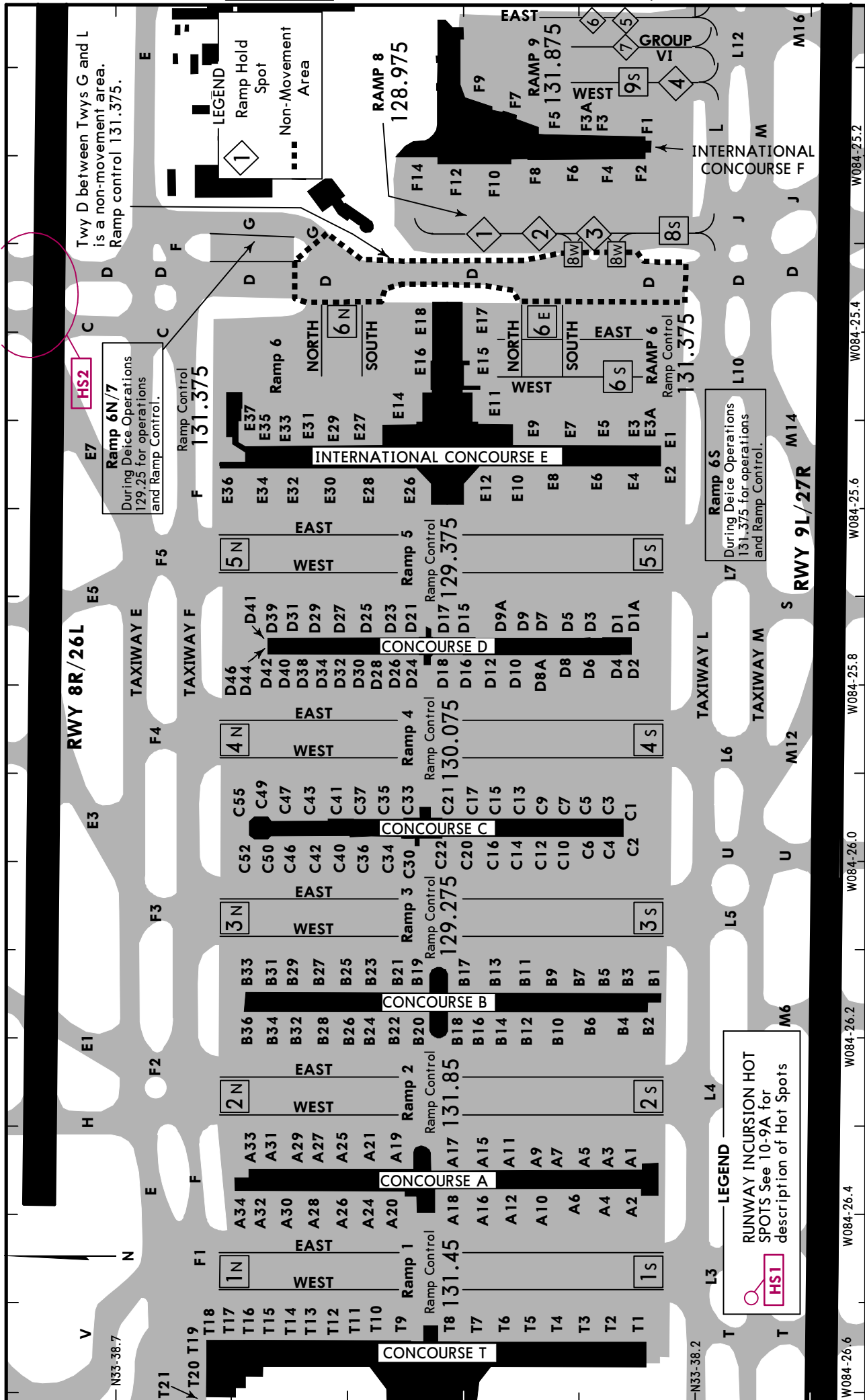
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10-9B

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Eff 20 Feb

10-9C

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**PARKING GATE COORDINATES**

GATE No.	COORDINATES	GATE No.	COORDINATES
<b>CONCOURSE A</b>		<b>INTERNATIONAL CONCOURSE E</b>	
A1 thru A7	N33 38.3 W084 26.3	E1, E2	N33 38.2 W084 25.5
A9, A10	N33 38.3 W084 26.3	E3 thru E9	N33 38.3 W084 25.5
A11, A12	N33 38.4 W084 26.3	E10 thru E12	N33 38.4 W084 25.5
A15 thru A19	N33 38.4 W084 26.3	E14	N33 38.4 W084 25.5
A20, A21	N33 38.5 W084 26.3	E15 thru E18	N33 38.4 W084 25.4
A24 thru A29	N33 38.5 W084 26.3	E26	N33 38.5 W084 25.6
A30 thru A34	N33 38.6 W084 26.3	E27	N33 38.5 W084 25.5
<b>CONCOURSE B</b>		E28	N33 38.5 W084 25.6
B1, B2	N33 38.2 W084 26.1	E29	N33 38.5 W084 25.5
B3 thru B7	N33 38.3 W084 26.1	E30	N33 38.5 W084 25.6
B9, B10	N33 38.3 W084 26.1	E31	N33 38.5 W084 25.5
B11 thru B14	N33 38.4 W084 26.1	E32	N33 38.6 W084 25.6
B16 thru B18	N33 38.4 W084 26.1	E33	N33 38.6 W084 25.5
B19 thru B29	N33 38.5 W084 26.1	E34	N33 38.6 W084 25.6
B31 thru B34	N33 38.6 W084 26.1	E35	N33 38.6 W084 25.5
B36	N33 38.6 W084 26.1	E36	N33 38.6 W084 25.6
<b>CONCOURSE C</b>		E37	N33 38.6 W084 25.5
C1, C2	N33 38.2 W084 26.0	<b>INTERNATIONAL CONCOURSE F</b>	
C3, C5, C7, C9	N33 38.3 W084 25.9	F1 thru F6	N33 38.3 W084 25.2
C4, C6, C10, C12	N33 38.3 W084 26.0	F8	N33 38.3 W084 25.2
C13, C15, C17, C21	N33 38.4 W084 25.9	F7, F9	N33 38.4 W084 25.1
C14, C16, C20, C22	N33 38.4 W084 26.0	F10, F12, F14	N33 38.4 W084 25.2
C30, C34, C36	N33 38.5 W084 26.0	<b>CONCOURSE T</b>	
C33, C35, C37	N33 38.5 W084 25.9	T1 thru T5	N33 38.3 W084 26.5
C40, C42	N33 38.5 W084 26.0	T6, T7, T8	N33 38.4 W084 26.5
C41, C43	N33 38.5 W084 25.9	T9 thru T13	N33 38.5 W084 26.5
C46, C50, C52	N33 38.6 W084 26.0	T14 thru T19	N33 38.6 W084 26.5
C47, C49, C55	N33 38.6 W084 25.9	T20, T21	N33 38.6 W084 26.6
<b>CONCOURSE D</b>			
D1	N33 38.3 W084 25.7		
D1A	N33 38.2 W084 25.7		
D2	N33 38.2 W084 25.8		
D3, D5, D7	N33 38.3 W084 25.7		
D4, D6, D8, D8A	N33 38.3 W084 25.8		
D9, D9A, D15, D17	N33 38.4 W084 25.7		
D10, D12, D16, D18	N33 38.4 W084 25.8		
D21	N33 38.4 W084 25.7		
D23, D25, D27, D29	N33 38.5 W084 25.7		
D24	N33 38.4 W084 25.8		
D26, D28, D30, D32	N33 38.5 W084 25.8		
D31, D39, D41	N33 38.6 W084 25.7		
D34, D38	N33 38.5 W084 25.8		
D40, D42, D44, D46	N33 38.6 W084 25.8		

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2 FEB 24

10-9D

HARTSFIELD-JACKSON ATLANTA INTL

**Procedures for T Concourse Alley (T18-T21) Gates****Entry/Exit Procedures:**

- T Concourse alley gates are controlled; contact Ramp 1 on 131.45 for entry/exit.
- Aircraft exiting Twy V should refrain from oversteering to enter the alley via Twy E.
- Aircraft should use caution not to prematurely turn into the no-taxi island. Follow marked and lighted centerline from Twy V to Twy F1.
- Departing aircraft should push back or pull forward to Diamond 1 before initiating engine start-up sequence.

**Departing Aircraft:**

- Transponders ON prior to pushback.
- Follow all pushback and taxi instructions issued by ramp control.
- Tow to Diamond 1 prior to engine startup sequence.

**Arriving Aircraft:**

- Aircraft taxiing westbound via Twy E or northbound through Ramp 1 should follow all instructions issued by ramp control.
- Aircraft taxiing via Twy V should use caution not to turn right off of Twy V into the no-taxi island. Follow marked and lighted taxiway from Twy V, around the no-taxi island, to Twy F1.
- Aircraft taxiing via Twy V should refrain from oversteering to enter the alley via Twy E.
- Aircraft taxiing via Twy V should enter the alley via the following:
  - Twy V
  - Twy F1
  - Right turn at Twy F
  - Right turn onto the west taxilane
  - Enter T Concourse alley

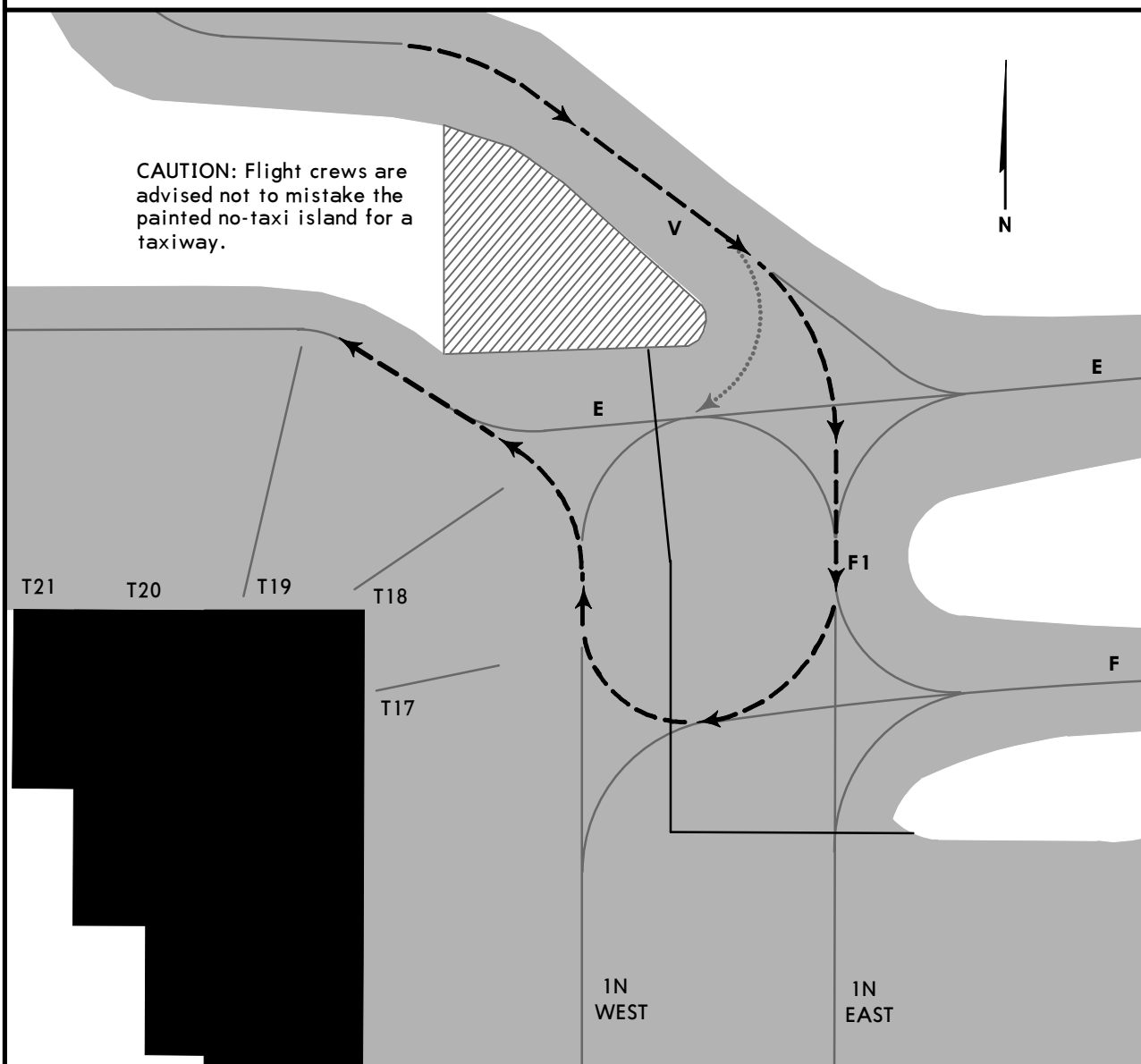
Procedures for T Concourse Alley (T18-T21) Gates (Cont'd)

LEGEND

← — Designated entry route to T North Ramp

←..... Unmarked turn onto Twy E (Not Approved)

CAUTION: Flight crews are advised not to mistake the painted no-taxi island for a taxiway.



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1 SEP 23

10-9E

HARTSFIELD-JACKSON ATLANTA INTL

## 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 three entrances to South Cargo; Twy R6, Twy R10, and Twy R12; when deicing procedures on Ramp 33 are NOT in effect. Twy R10 closes when deicing operations ARE in effect on Ramp 33. Any 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.
- When Ramp 33 deice operations are active, contact deice frequency 129.4 upon reaching Diamond 2 for sequencing through ramp.
- 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.

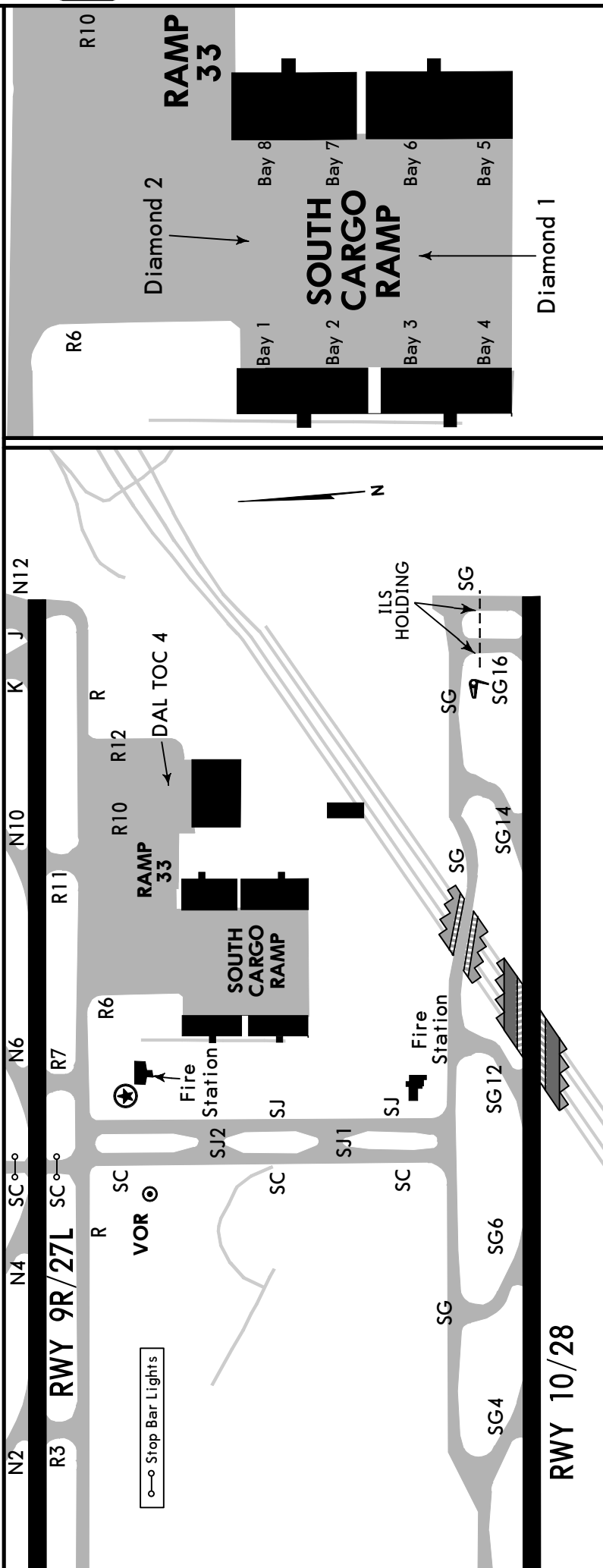
### Departing Aircraft:

- 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.
- When Ramp 33 deice operations are active, contact deice frequency 129.4 upon reaching Diamond 2 for sequencing through ramp.



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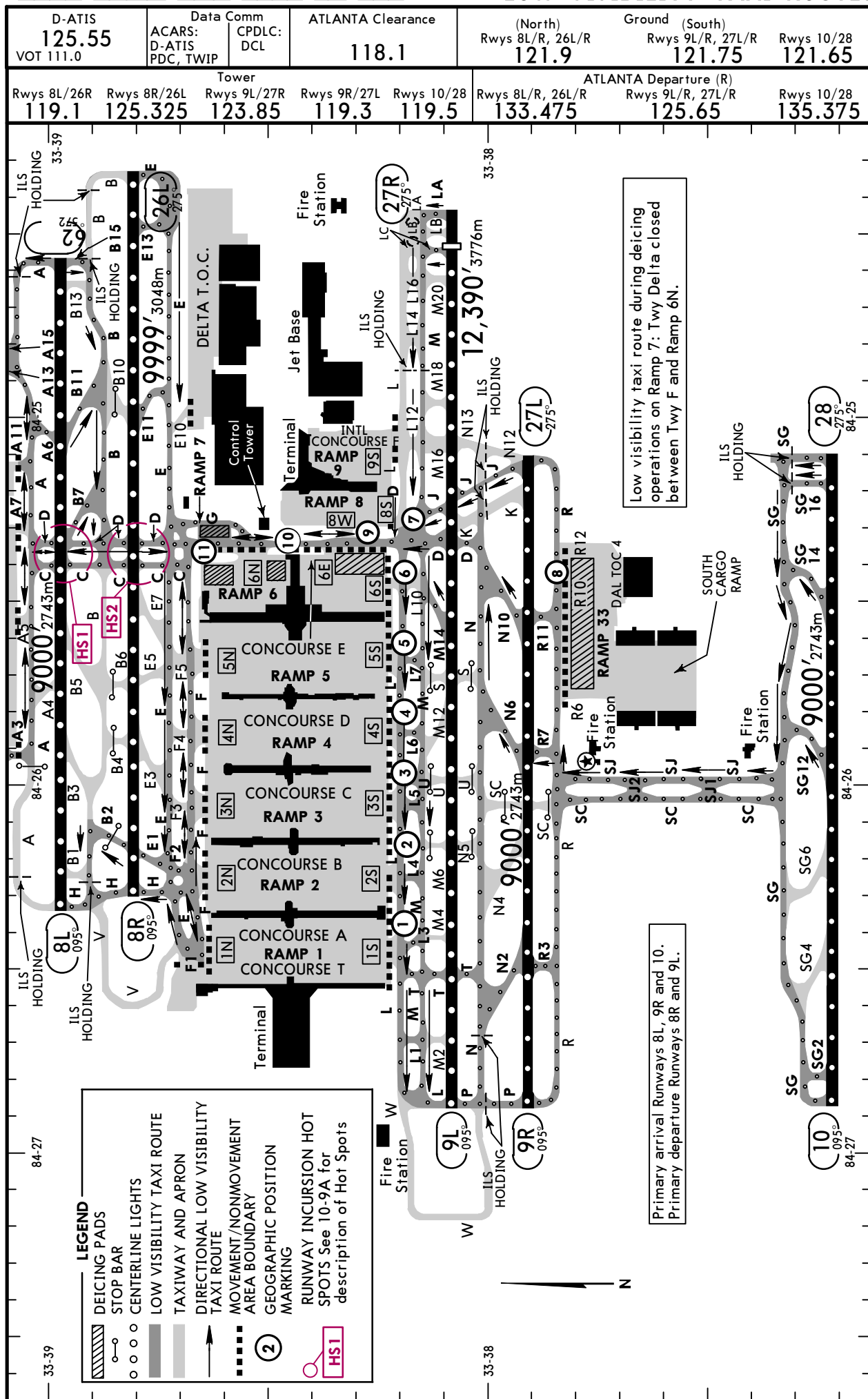
10-9F

14 FEB 25  
Eff 20 Feb

ATLANTA, GA

LESS THAN RVR 1200 to 600

LOW VISIBILITY TAXI ROUTES



CHANGES: Terminal between ramps 5 and 6 revised.

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14 FEB 25

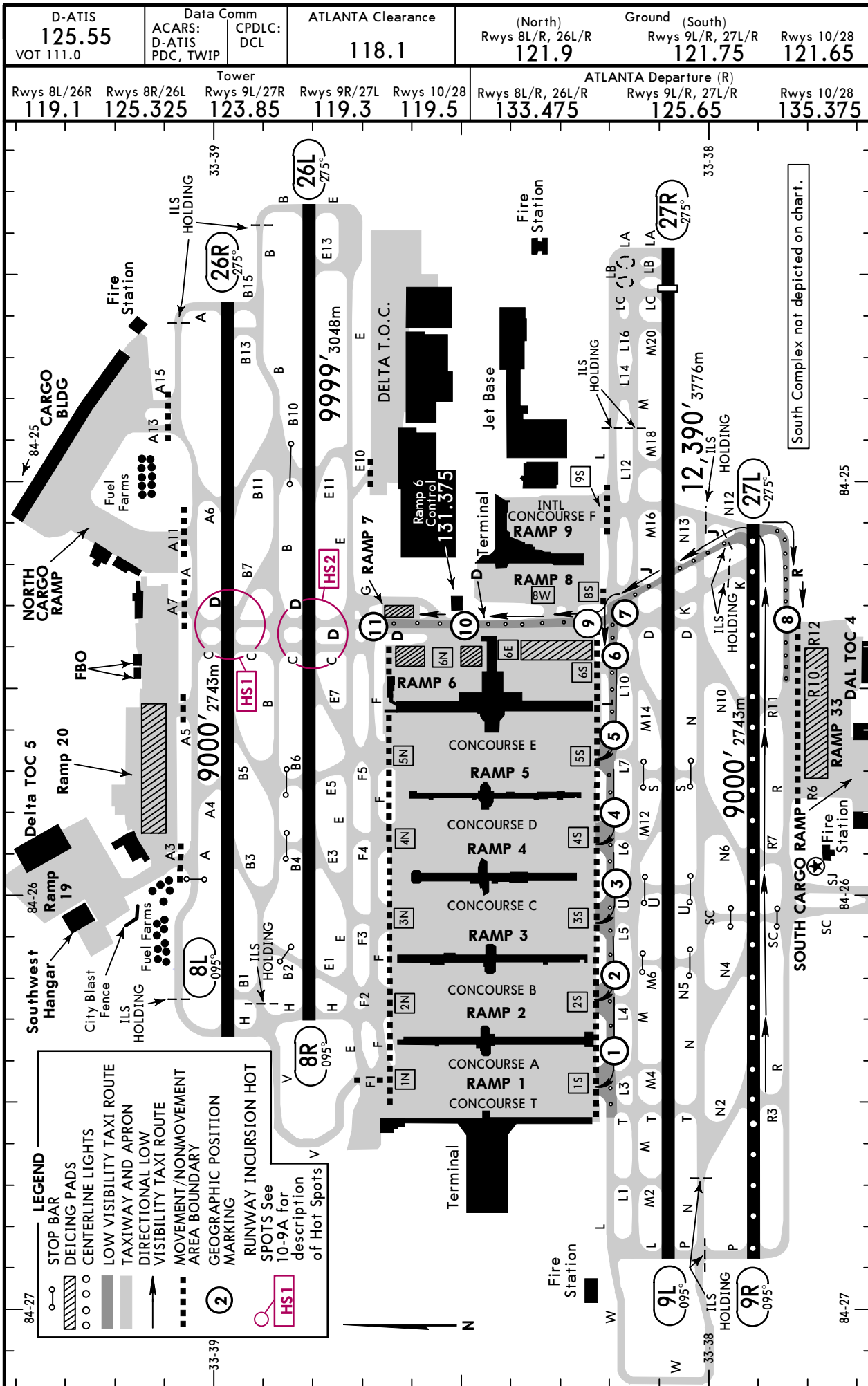
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Eff 20 Feb

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LESS THAN RVR 600

LOW VISIBILITY TAXI ROUTES



CHANGES: Terminal between ramps 5 and 6 revised.

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## DE-ICING PROCEDURES

### GENERAL PROCEDURES:

Coordinate with the airline operations office for deicing approval prior to requesting pushback from ramp tower.

Airport utilizes a surface management program which requires aircraft transponders to remain on from pushback through deicing to takeoff.

### SEQUENCING:

Aircraft will be directed to a staging position by Atlanta ATC. This will determine sequencing for deicing ramps and pad assignment.

Aircraft should monitor the assigned Air Traffic Control frequency AND the Ramp Deicing frequency while waiting in deicing queue.

### ENTRY:

When first in the queue and the next deicing pad is available, Ramp Control will advise pilot to contact Air Traffic Control for taxi approval out of the queue.

When approaching deicing ramp, pilot will contact Ramp Tower for entry and then be issued a deicing pad location.

Follow Me service available upon request for parking guidance to Pads A-C, and F.

For lateral parking guidance onto pad, keep aircraft centered on the taxi line and follow marshaller.

### EXIT:

For Ramp 6N, Ramp 6S, Ramp 7, and Ramp 20: Advise Ramp Tower when deicing has completed and ready to taxi. Ramp Tower will provide clearance off deice pad and hold at taxiway for ATC clearance.

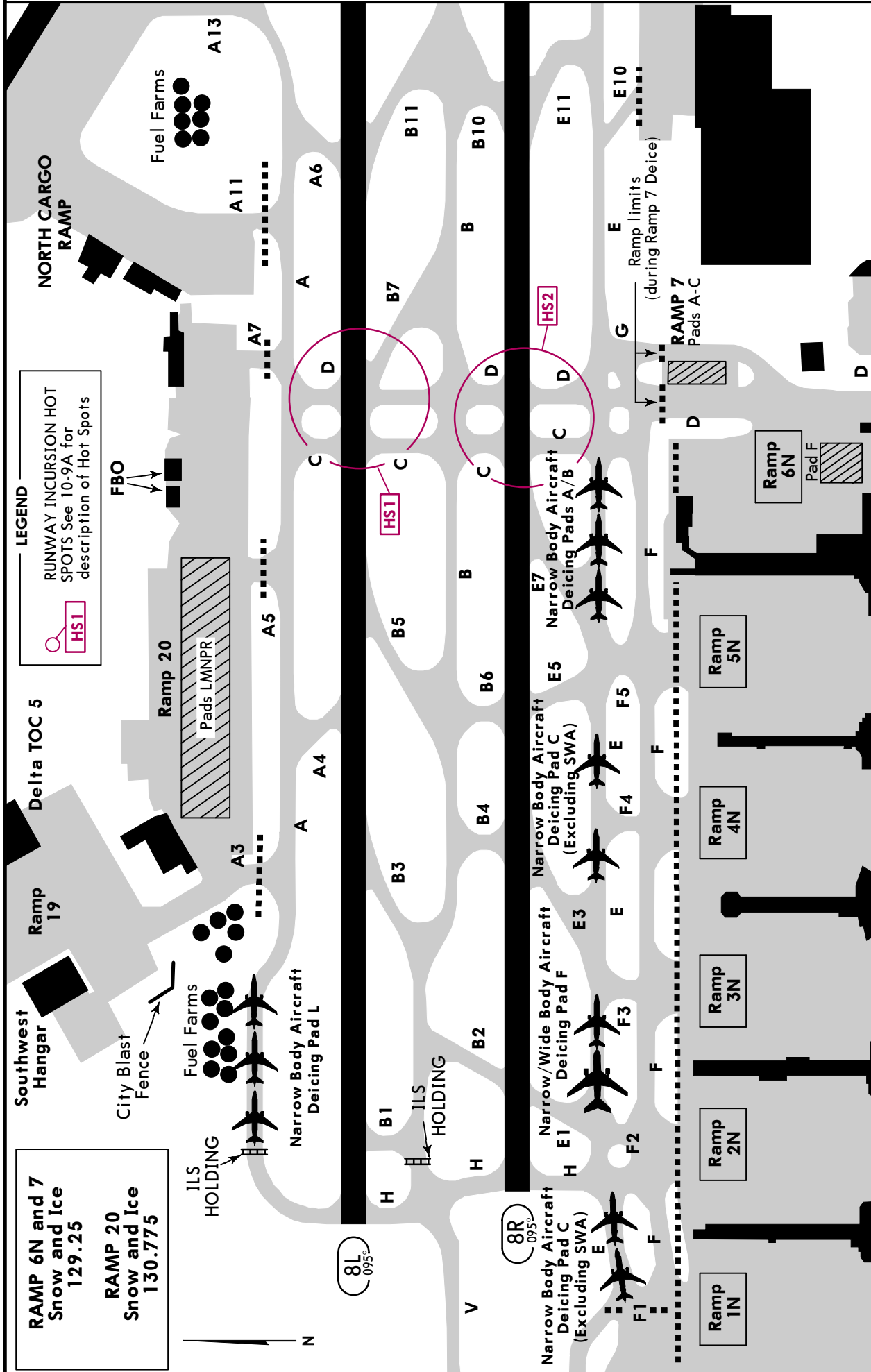
For Ramp 33: Advise last assigned frequency when deicing has completed and ready to taxi. Air Traffic Control will provide clearance off deice pad onto Taxiway R.

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10-9H1

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# DE-ICING QUEUING AREAS - NORTH AIRFIELD



**LEGEND**

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

**HS1**

**RAMP 6N and 7**  
Snow and Ice  
129.25

**RAMP 20**  
Snow and Ice  
130.775

8L<sub>095</sub>

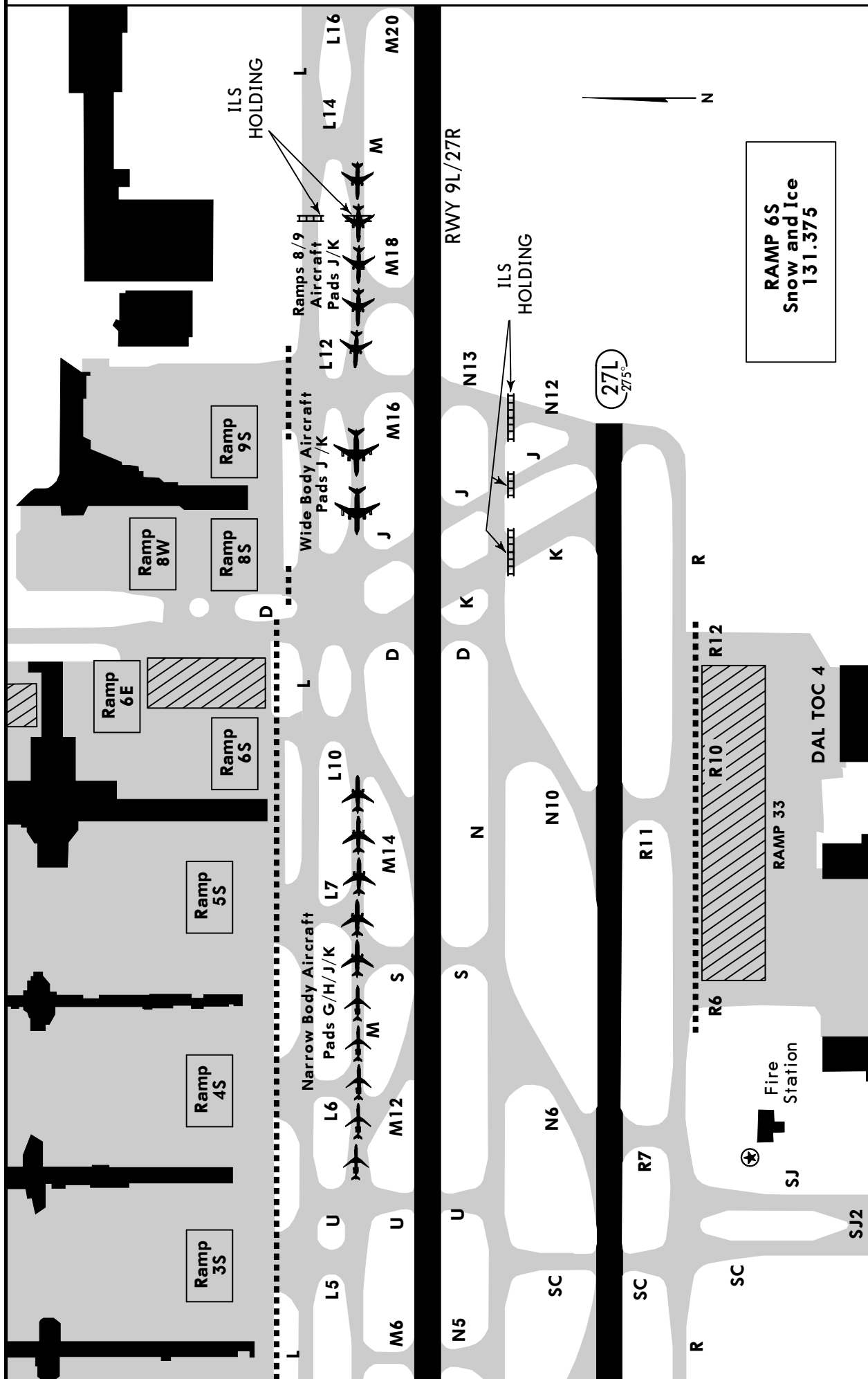
8R<sub>095</sub>

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31 JAN 25 (10-9H2)

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### DE-ICING QUEUING AREAS - PADS G-K

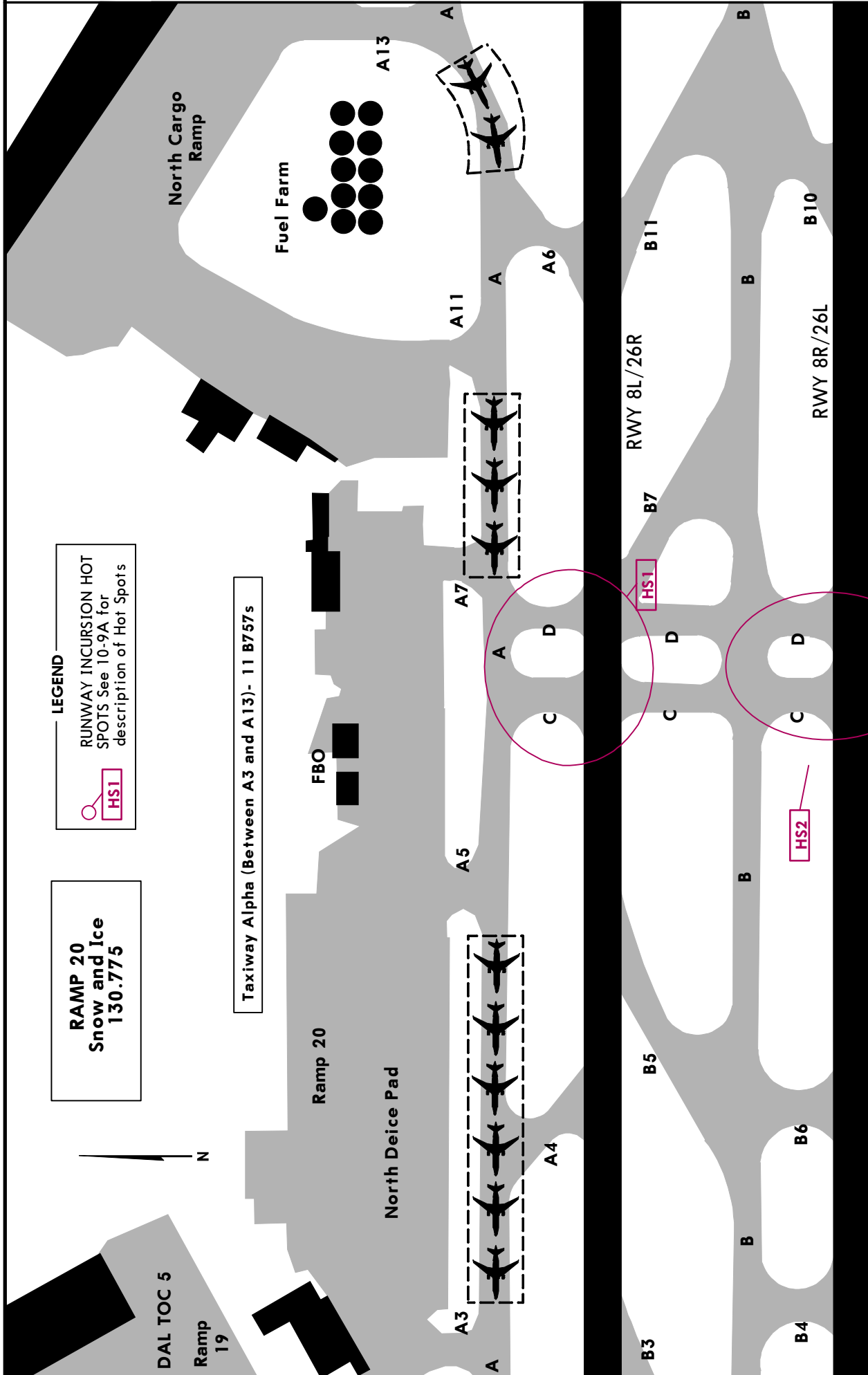


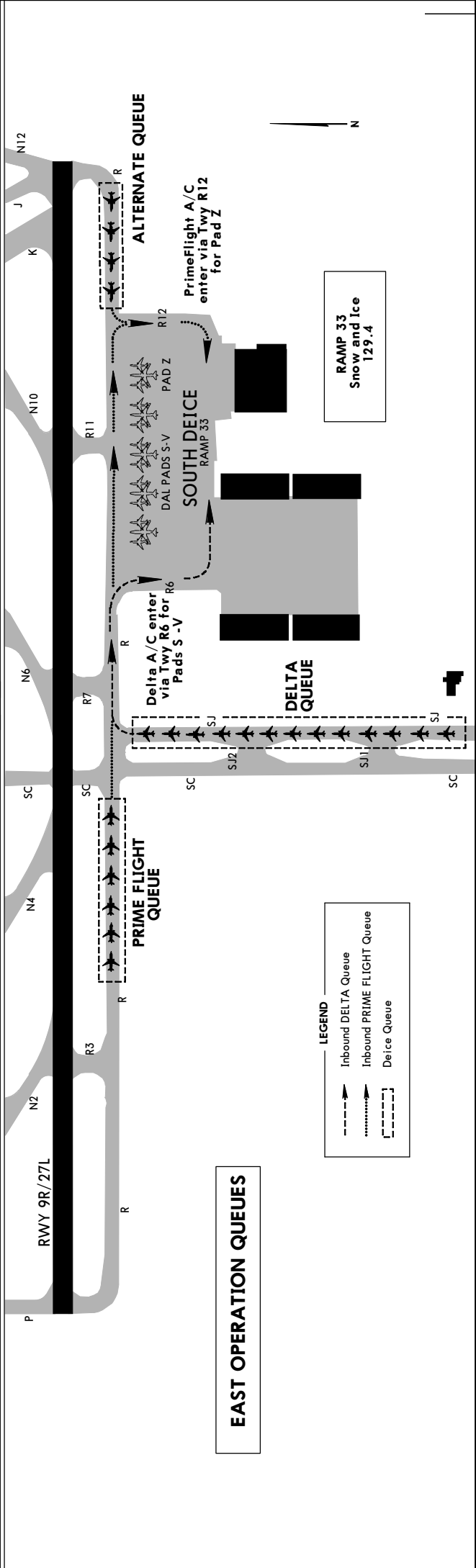
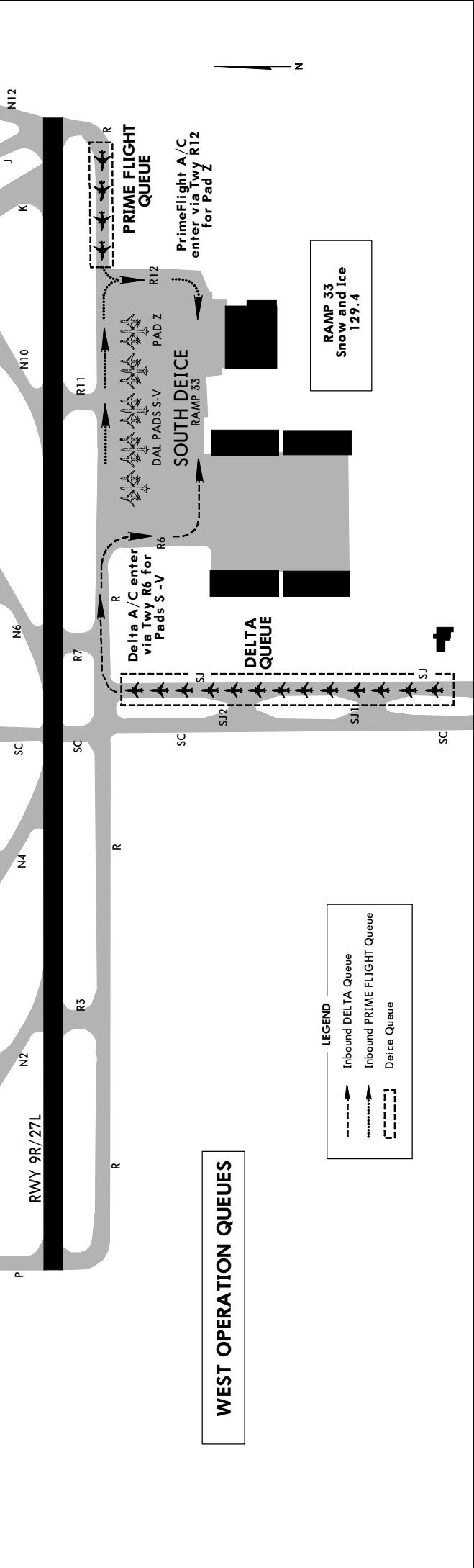
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31 JAN 25 (10-9H3)

ATLANTA, GA  
HARTSFIELD/JACKSON ATL INTL

# TAXIWAY A DE-ICING QUEUES



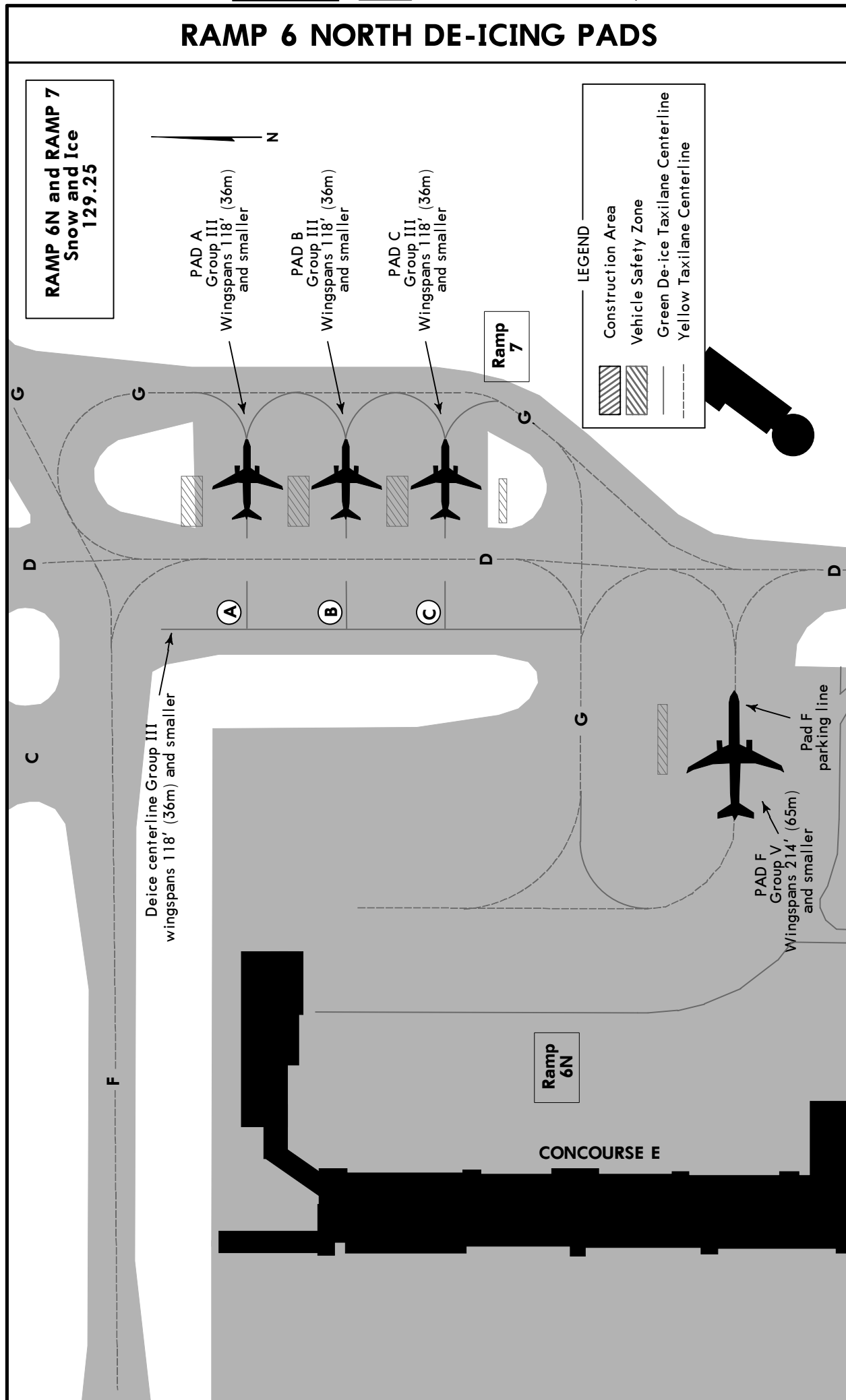


KATL/ATL

**JEPPESSEN**  
14 FEB 25  
Eff 20 Feb 10-9J

**ATLANTA, GA**  
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# RAMP 6 NORTH DE-ICING PADS



**RAMP 6N and RAMP 7**  
Snow and Ice  
129.25

**LEGEND**

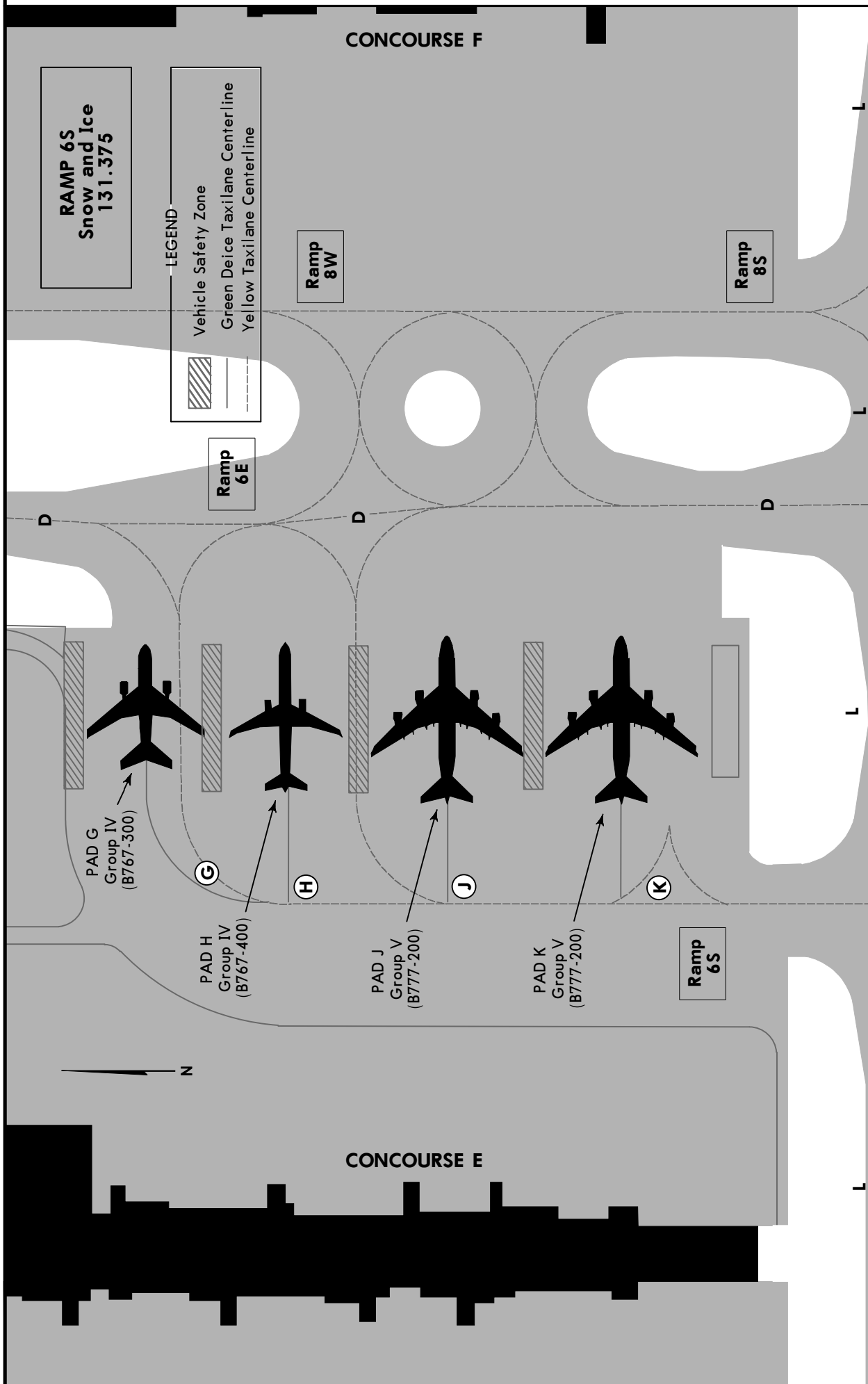
- Construction Area
- Vehicle Safety Zone
- Green De-ice Taxiway Centerline
- Yellow Taxiway Centerline

KATL/ATL

**JEPPESEN**  
14 FEB 25  
Eff 20 Feb 10-9J1

**ATLANTA, GA**  
HARTSFIELD/JACKSON ATL INTL

# RAMP 6 SOUTH DE-ICING PADS



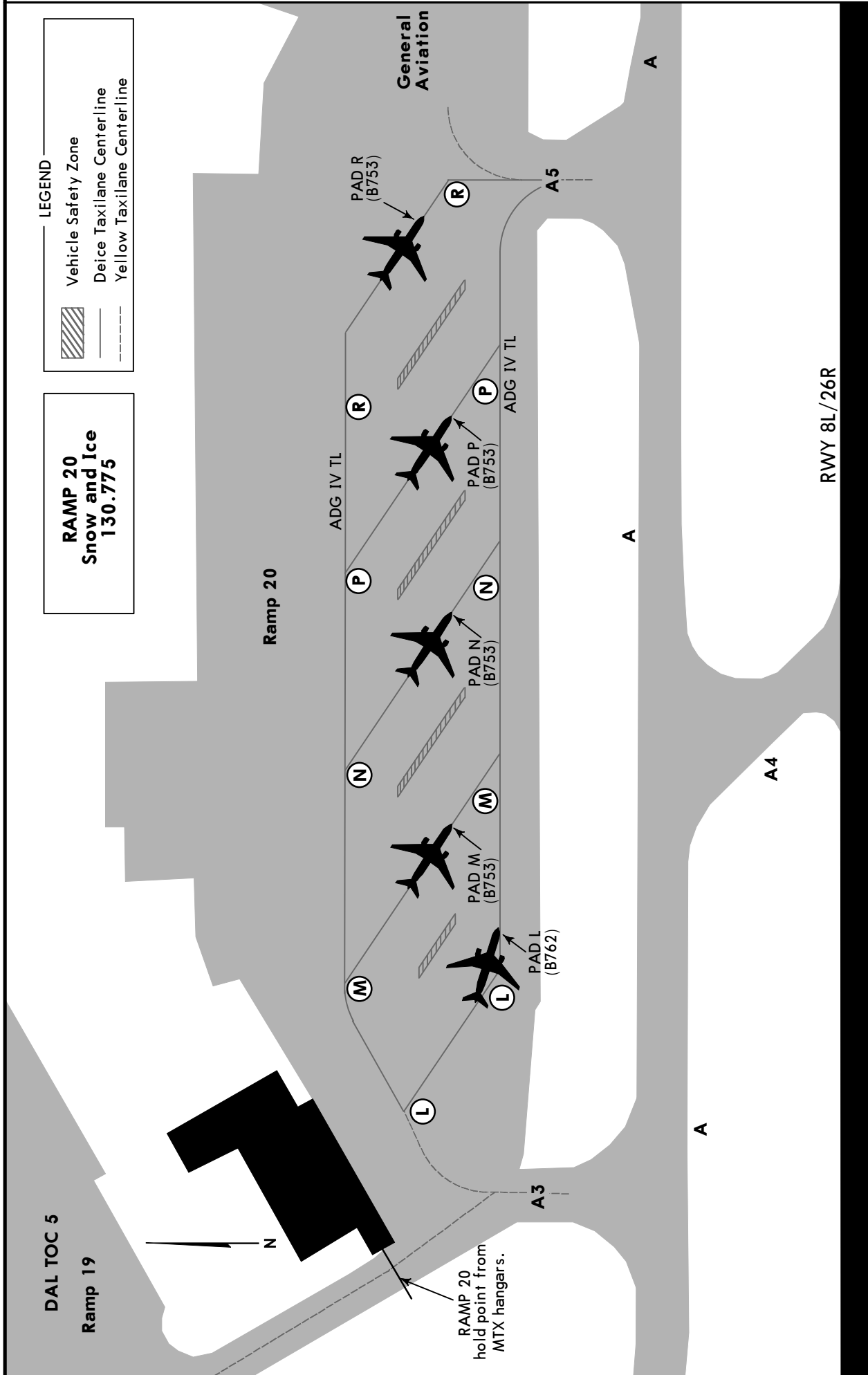
KATL/ATL

**JEPPESEN**  
24 NOV 23  
Eff 30 Nov 10-9J2

ATLANTA, GA

HARTSFIELD-JACKSON ATLANTA INTL

# RAMP 20 DE-ICING PADS

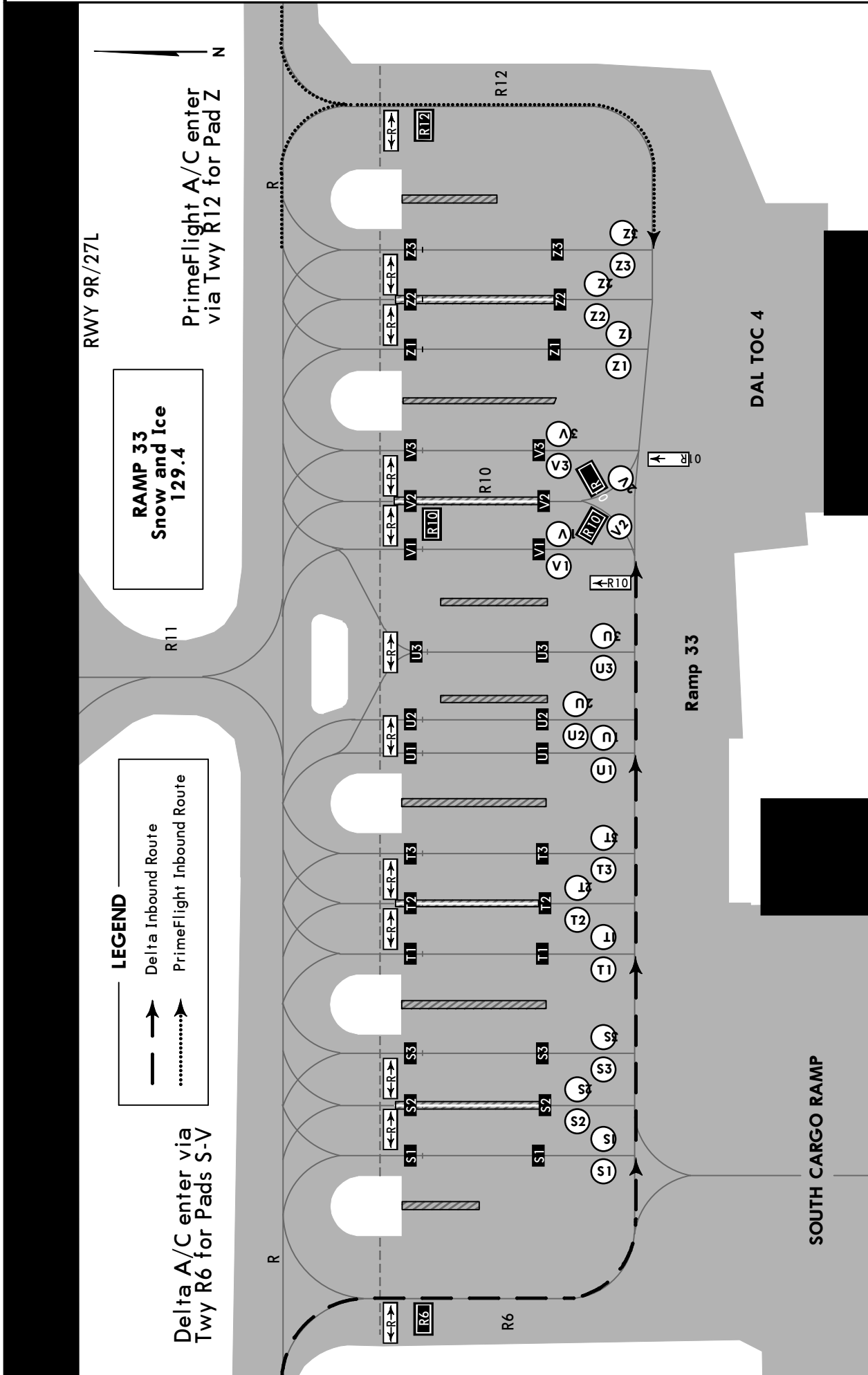


**LEGEND**

- Vehicle Safety Zone
- Deice Taxiway Centerline
- Yellow Taxiway Centerline

**RAMP 20**  
Snow and Ice  
130.775

# RAMP 33 SOUTH DE-ICING COMPLEX



KATL/ATL

 **JEPPESEN**  
19 JAN 24  
Eff 25 Jan

(11-0)

**ATLANTA, GA**  
HARTSFIELD-JACKSON ATLANTA INTL

**ATTENTION ALL USERS OF ILS PRECISION RUNWAY MONITOR (PRM)**

**ILS PRM Rwys 9R, 10, 27L, 28**

**ILS PRM Rwys 9R (SA CAT I, CAT II-III)**

**ILS PRM Rwys 10 (SA CAT I, CAT II-III), 27L (SA CAT I, CAT II)**

**ILS PRM Rwys 28 (SA CAT I, CAT II), 28 (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 ATC facility as soon as practical, but at least 100 miles from destination.

**General**

Review procedure for executing a climbing and descending PRM breakout.

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

All breakouts: Hand flown, initiate immediately.

Descending on the glideslope/glidepath ensures compliance with any charted crossing restrictions.

Dual VHF Comm.: When assigned or planning a specific PRM approach, tune a second receiver to the PRM monitor frequency or, if silent, another active frequency (i.e. ATIS), set the volume, retune the PRM frequency if necessary, then deselect the audio. When directed by ATC, immediately switch to the tower frequency and select the second receiver audio to ON.

If later assigned the same runway, non-PRM approach, consider it briefed provided the same minimums are utilized. PRM related chart notes and PRM frequency no longer apply.

TCAS during breakout: Follow TCAS climb/descend if it differs from ATC, while executing the breakout turn.

# KATL/ATL



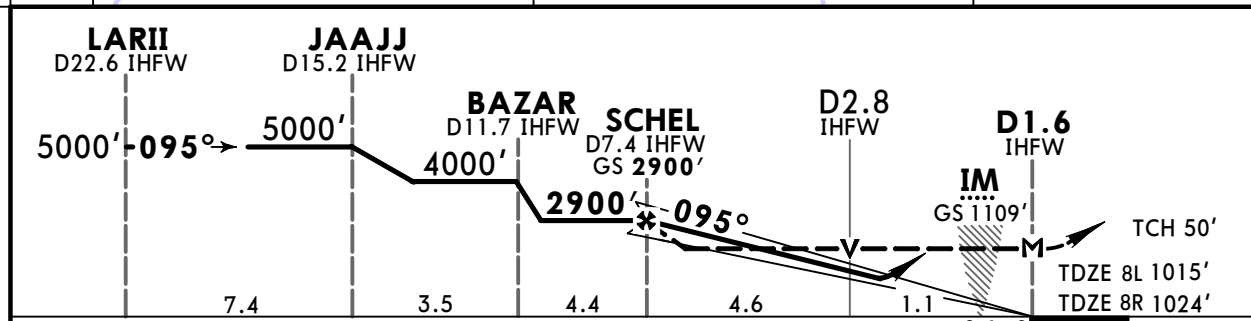
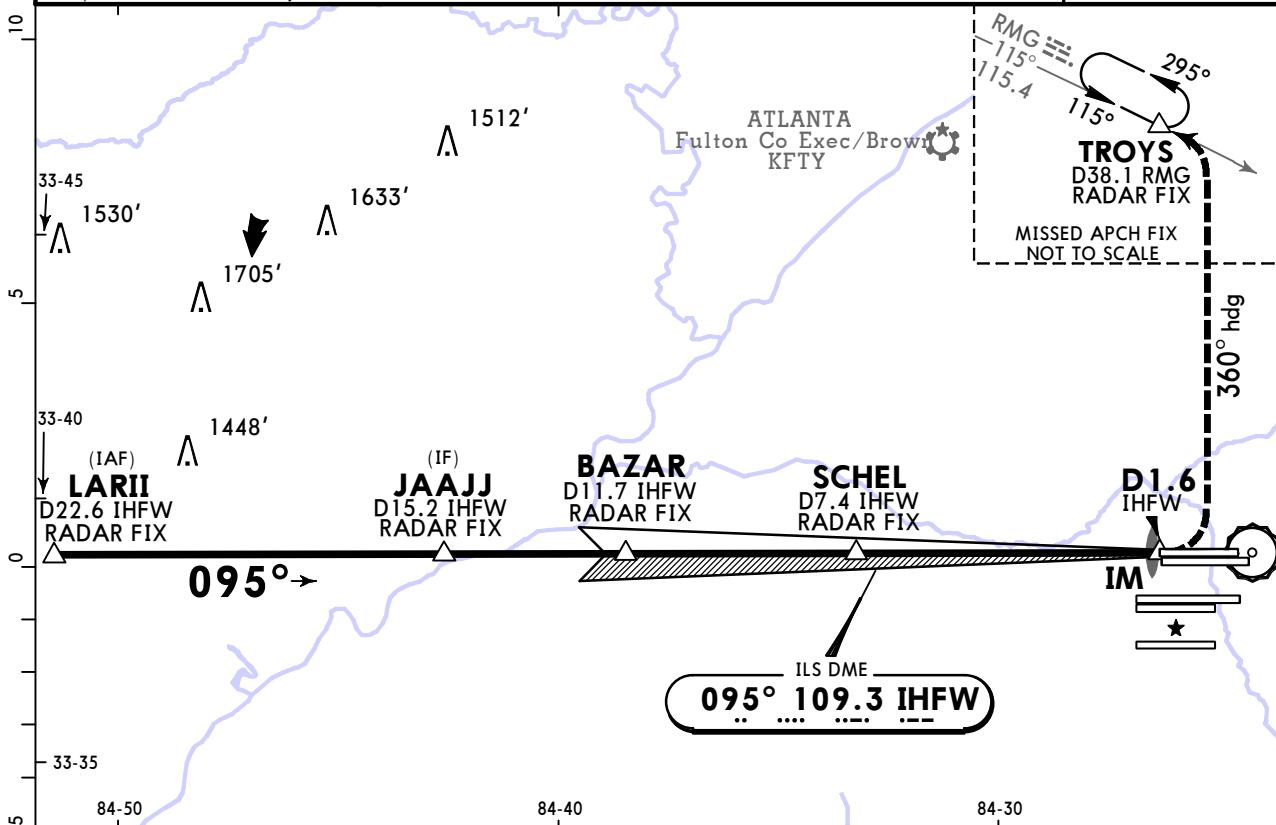
# ATLANTA, GA

HARTSFIELD-  
JACKSON ATLANTA INTL

16 APR 21  
Eff 22 Apr (11-1)

ILS or LOC Rwy 8L

D-ATIS Arrival	ATLANTA Approach (R)	ATLANTA Tower					Ground		
119.65	127.9	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 IHFW <b>109.3</b>	Final Apch Crs <b>095°</b>	SCHEL <b>2900'</b> (1885')		ILS DA(H) <b>1215'</b> (200')		Apt Elev 1026' TDZE 8L 1015'			3100  MSA ARP
<b>MISSED APCH:</b> Climb to 1500' then climbing LEFT turn to 3500' on heading 360° and inbound on RMG VOR R-115 to TROYS INT/D38.1 RMG/RADAR and hold.									
Alt Set: INCHES      Trans level: FL 180      Trans alt: 18000' 1. RADAR required for procedure entry. 2. DME or RADAR required. 3. Simultaneous approach authorized. 4. VGSI and ILS glidepath not coincident (VGSI angle 3.00°/TCH 70'). 5. PAPI-L on Rwy 8R.									



Gnd speed-Kts	70	90	100	120	140	160	ALSIF-II	1500'	3500'	RMG
GS	3.00°	372	478	531	637	849				
MAP at D1.6 IHFW or SCHEL to MAP	5.8	4:58	3:52	3:29	2:54	2:29	PAPI	↑	← LT	on R-115

<b>TERPS</b>						STRAIGHT-IN LANDING RWY 8L			SIDESTEP LANDING RWY 8R		
ILS			LOC (GS out)			DA(H)			MDA(H)		
1215' (200')			1460' (445')			1215' (200')			1460' (436')		
FULL		TDZ/CL out		ALS out		FULL		TDZ/CL out		ALS out	
A						RVR 24 or 1/2	RVR 50 or 1	RVR 55 or 1			
B											
C	RVR 18 or 1/2	1 RVR 24 or 1/2	RVR 40 or 3/4								1 1/2
D						RVR 45 or 7/8	1 3/8				2

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

CHANGES: Procedure.

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TERPS AMEND 6 22 APR 2021

# KATL/ATL HARTSFIELD- JACKSON ATLANTA INTL

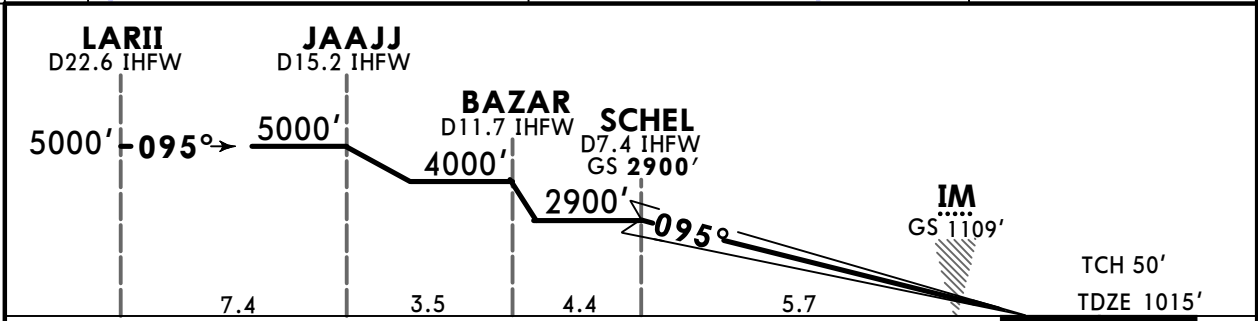
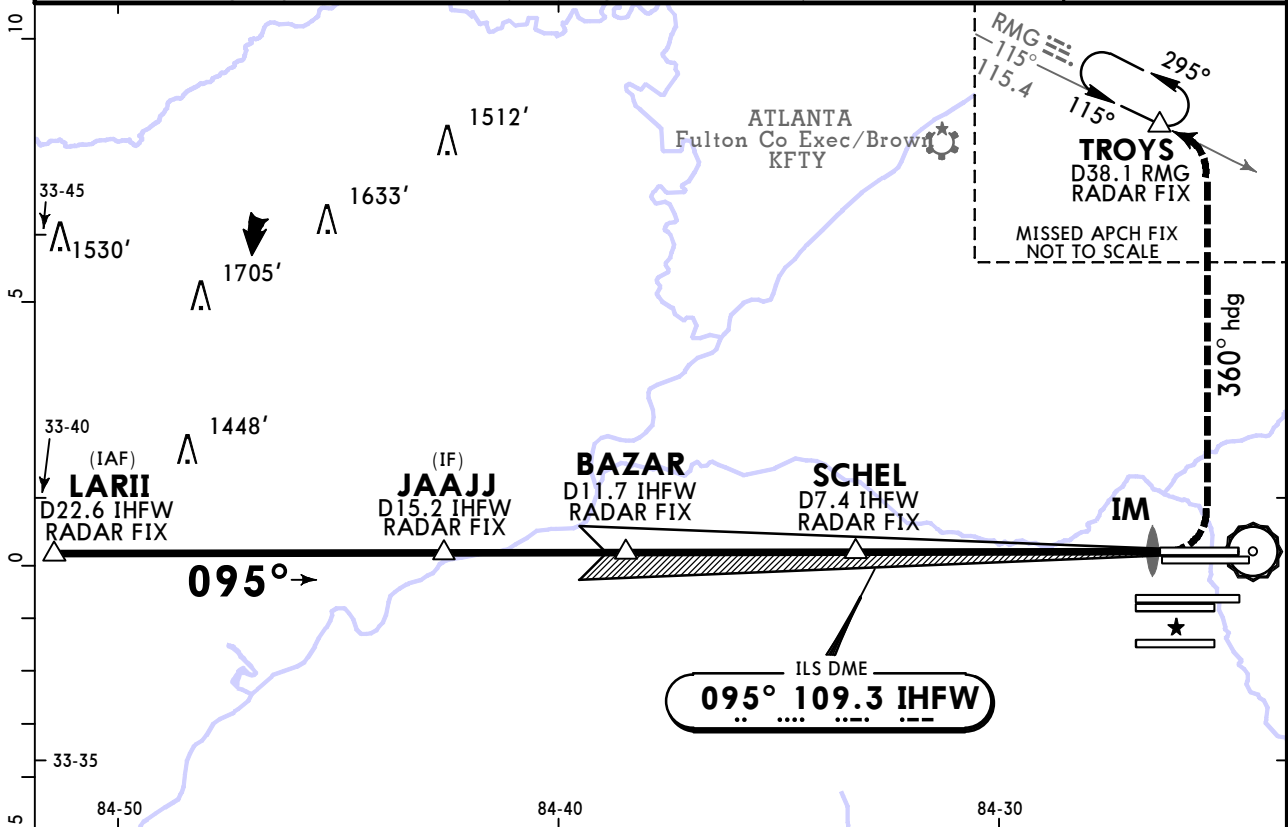


# ATLANTA, GA

16 APR 21  
Eff 22 Apr (11-1A)

## ILS Rwy 8L CAT II & III

D-ATIS Arrival	ATLANTA Approach (R)	ATLANTA Tower					Ground		
119.65	127.9	Rwys 8L/26R	Rwys 8R/26L	Rwys 9L/27R	Rwys 9R/27L	Rwys 10/28	Rwys 8L/R, 26L/R	Rwys 9L/R, 27L/R	Rwys 10/28
119.1	125.32	123.85	119.3	119.5	121.9	121.75	121.65		
LOC IHFW <b>109.3</b>	Final Apch Crs <b>095°</b>	SCHEL <b>2900'</b> (1885')	CAT III Refer to Minimums	CAT II <b>RA 105'</b> DA(H) 1115'(100')	Apt Elev 1026'	TDZE 1015'			
<b>MISSED APCH:</b> Climb to 1500' then climbing LEFT turn to 3500' on heading 360° and inbound on RMG VOR R-115 to TROYS INT/D38.1 RMG/RADAR and hold.									
Alt Set: INCHES			Trans level: FL 180			Trans alt: 18000'			
1. Special Aircrew and Aircraft Certification Required. 2. RADAR required for procedure entry. 3. DME or RADAR required. 4. Simultaneous approach authorized. 5. VGSI and ILS glidepath not coincident (VGSI angle 3.00°/TCH 70').									



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II PAPI	1500'	3500'	360°	RMG
GS	3.00°	372	478	531	637	849		↑	← LT	hdg	and 115.4

<b>TERPS</b>		STRAIGHT-IN LANDING RWY8L	
CAT III ILS	RVR 6	CAT II ILS <b>RA 105'</b> DA(H) 1115'(100')	RVR 12

TERPS AMEND 6 22 APR 2021

# KATL/ATL



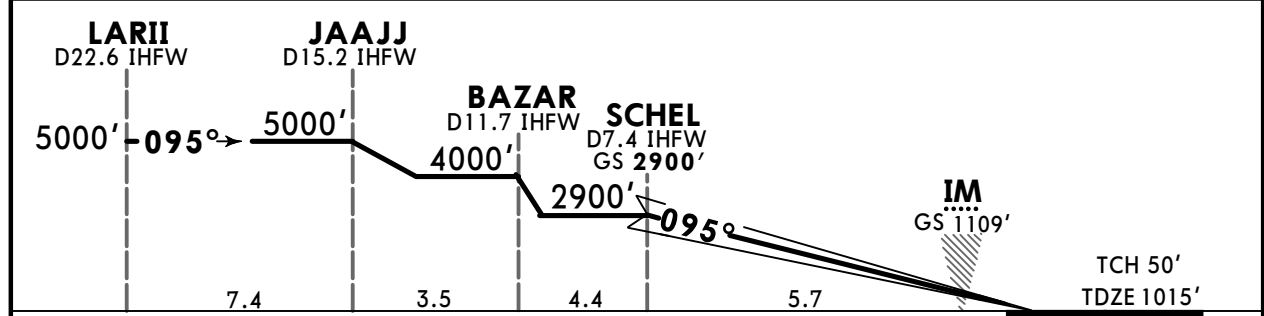
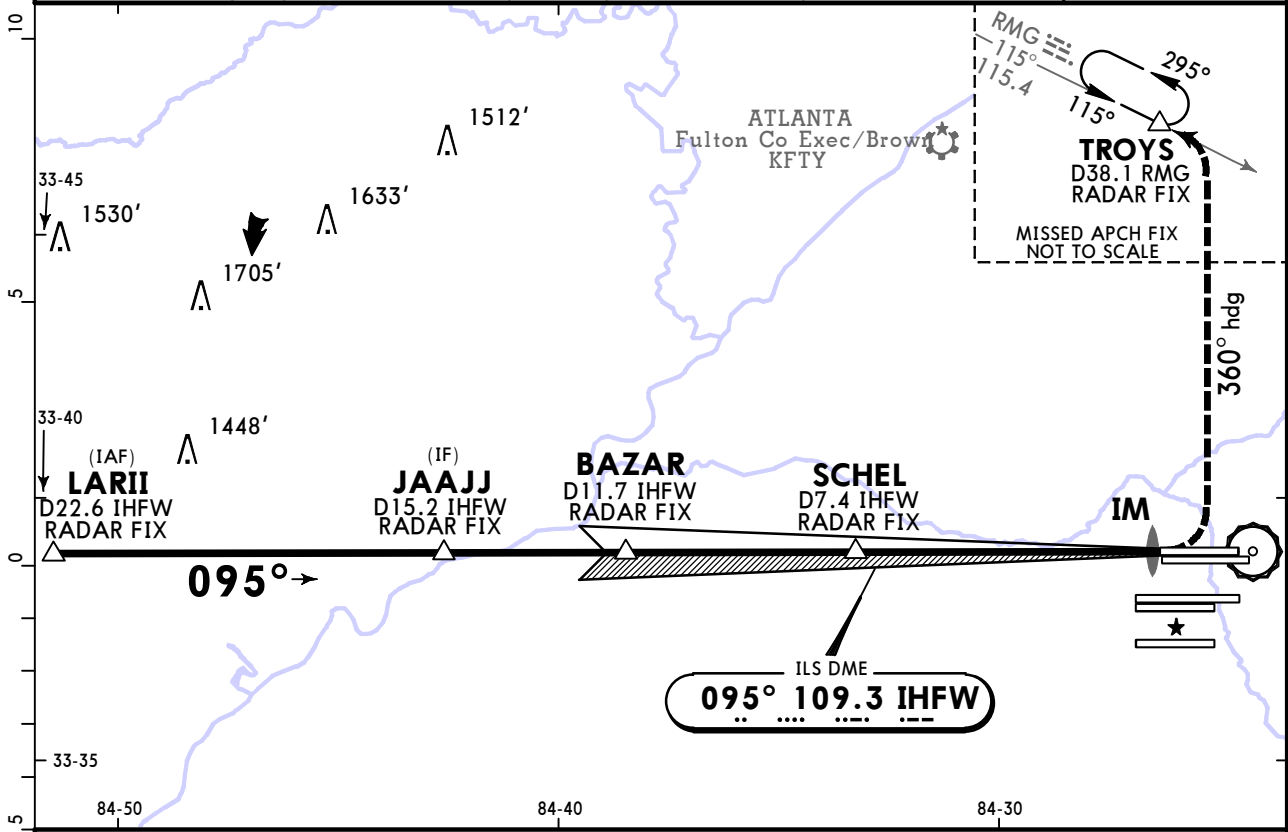
# ATLANTA, GA

HARTSFIELD-  
JACKSON ATLANTA INTL

16 APR 21  
Eff 22 Apr **11-1B**

## ILS Rwy 8L SA CAT I

D-ATIS Arrival	ATLANTA Approach (R)	ATLANTA Tower					Ground			
119.65	127.9	Rwys 8L/26R 119.1	Rwys 8R/26L 125.32	Rwys 9L/27R 123.85	Rwys 9R/27L 119.3	Rwys 10/28 119.5	Rwys 8L/R, 26L/R 121.9	Rwys 9L/R, 27L/R 121.75	Rwys 10/28 121.65	
LOC IHFW <b>109.3</b>	Final Apch Crs <b>095°</b>	SCHEL <b>2900'</b> (1885')		SA CAT I ILS <b>RA 147'</b> DA(H) 1165' (150')		Apt Elev 1026' TDZE 1015'				
<b>MISSED APCH:</b> Climb to 1500' then climbing LEFT turn to 3500' on heading 360° and inbound on RMG VOR R-115 to TROYS INT/D38.1 RMG/RADAR and hold.										
Alt Set: INCHES			Trans level: FL 180			Trans alt: 18000'				
1. Special Aircrew and Aircraft Certification Required. 2. RADAR required for procedure entry. 3. DME or RADAR required. 4. Simultaneous approach authorized. 5. VGSI and ILS glidepath not coincident (VGSI angle 3.00°/TCH 70').										



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II PAPI	1500'	3500'	360° hdg on and 115.4 RMG R-115
GS	3.00°	372	478	531	637	849		↑	← LT	

**TERPS** STRAIGHT-IN LANDING RWY8L  
**1** SA CAT I ILS  
**RA 147'**  
 DA(H) **1165'** (150')

A	RVR 14
B	
C	
D	

**1** Requires specific OPSPEC, MSPEC, or LOA approval.

TERPS AMEND 6 22 APR 2021

# KATL/ATL HARTSFIELD- JACKSON ATLANTA INTL



# ATLANTA, GA

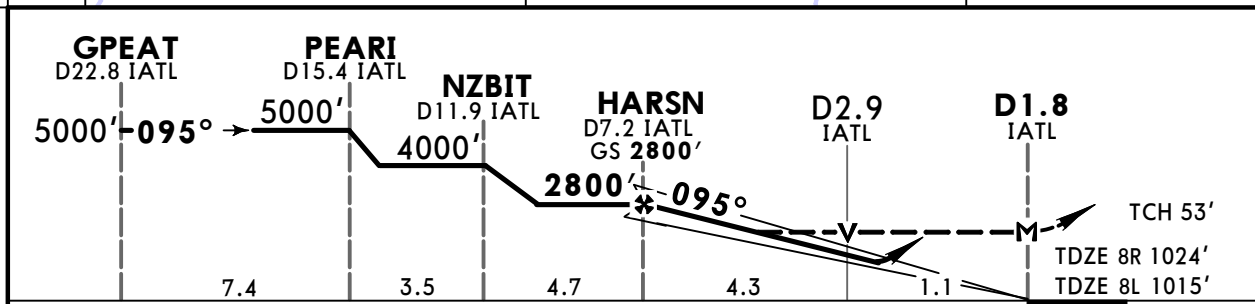
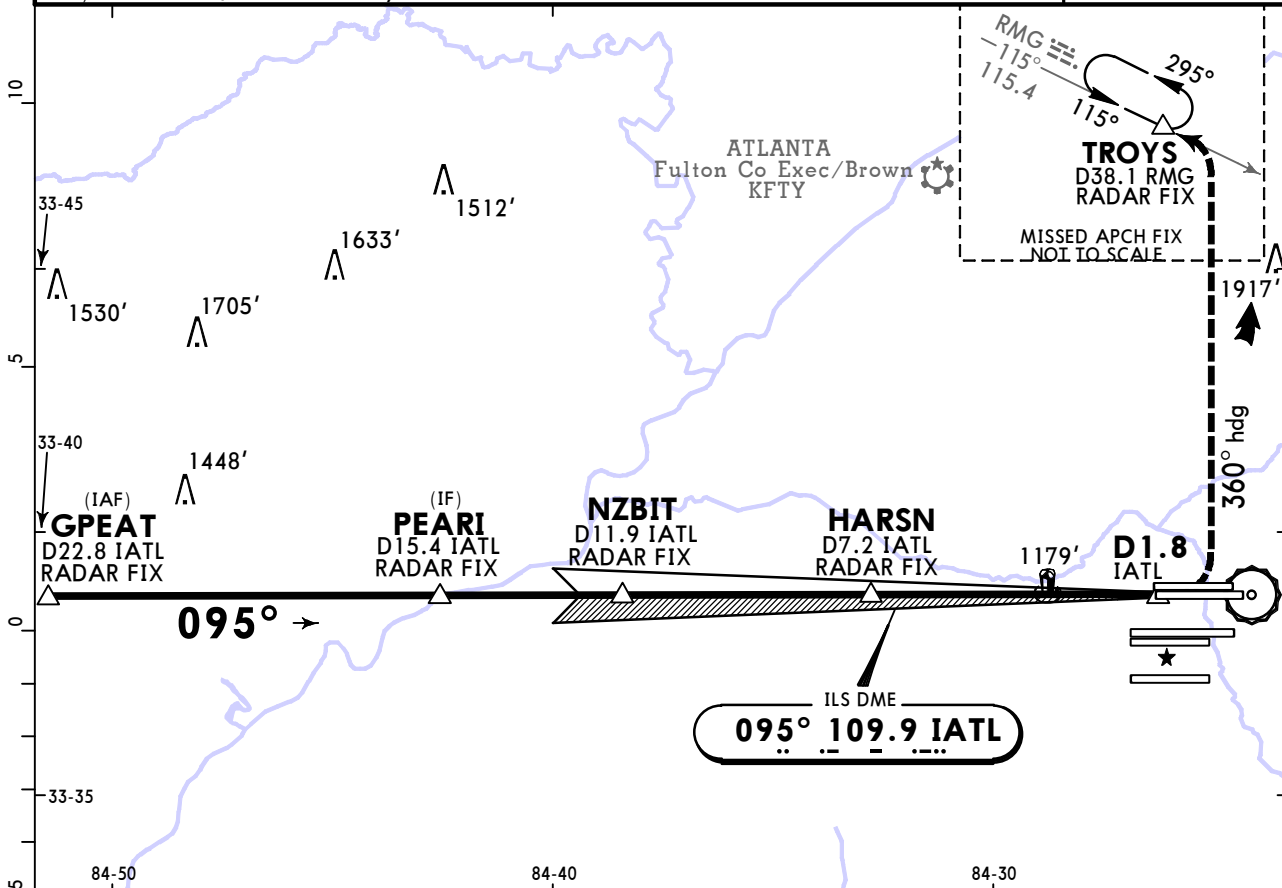
19 JAN 24

(11-3)

Eff 25 Jan

## ILS or LOC Rwy 8R

BRIEFING STRIP™	D-ATIS Arrival	ATLANTA Approach (R)	ATLANTA Tower					Ground		
	119.65	127.9	Rwys 8R/26L	Rwys 8L/26R	Rwys 9L/27R	Rwys 9R/27L	Rwys 10/28	Rwys 8L/R, 26L/R	Rwys 9L/R, 27L/R	Rwys 10/28
	125.32	119.1	123.85	119.3	119.5	121.9	121.75	121.65		
	LOC IATL <b>109.9</b>	Final Apch Crs <b>095°</b>	HARNS <b>2800'</b> (1776')		ILS DA(H) <b>1282'</b> (258')		Apt Elev 1026'		 MSA ARP	
MISSED APCH: Climb to 1500' then climbing LEFT turn to 3500' on heading 360° and inbound on RMG VOR R-115 to TROYS INT/D38.1 RMG/RADAR and hold.										
Alt Set: INCHES			Trans level: FL 180			Trans alt: 18000'				
1. RADAR required for procedure entry. 2. DME or RADAR required. 3. Simultaneous approach authorized. 4. VGSI and ILS glidepath not coincident (VGSI angle 3.00°/TCH 67'). 5. ALSF-II, PAPI-L on Rwy 8L.										



Gnd speed-Kts	70	90	100	120	140	160	PAPI-L	1500'	3500'	RMG
GS	3.00°	372	478	531	637	743				
MAP at D1.8 IATL or HARNS to MAP	5.4	4:38	3:36	3:14	2:42	2:19	2:02	↑	LT	R-115

TERPS AMEND 62 22 APR 2021	STRAIGHT-IN LANDING RWY 8R		SIDESTEP LANDING RWY 8L	
	ILS		LOC (GS out)	
	DA(H) 1282' (258')		MDA(H) 1440' (416')	
	RVR 40 or 3/4		RVR 55 or 1	
	RVR 60 or 1/4		RVR 60 or 1/4	
		ALS out		
		RVR 55 or 1		
		RVR 60 or 1/4		
		1 1/2		
		2		

# KATL/ATL HARTSFIELD- JACKSON ATLANTA INTL

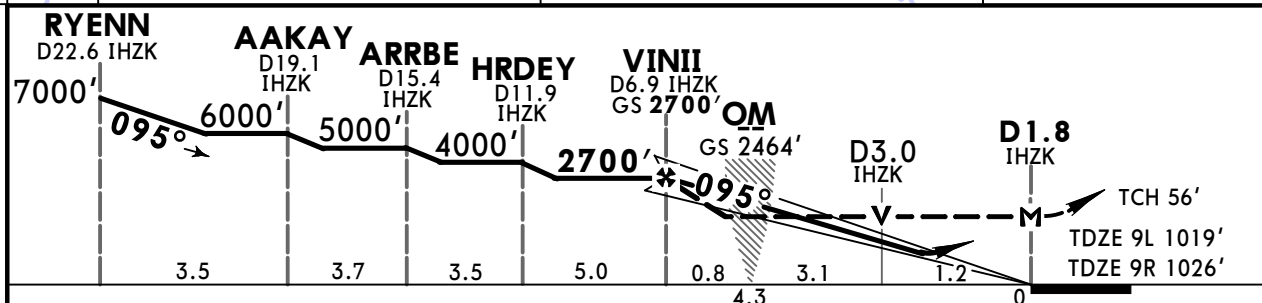
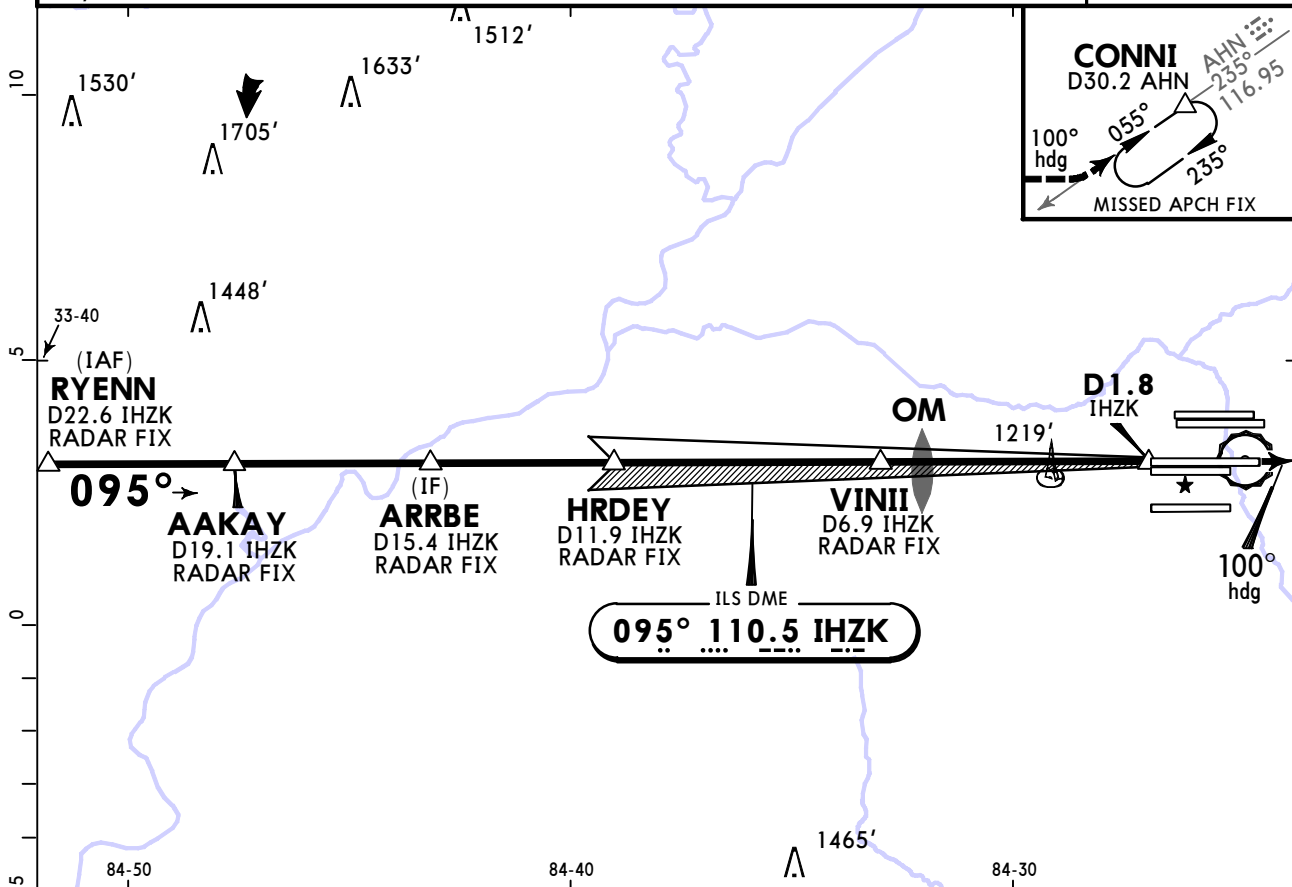


# ATLANTA, GA

19 JAN 24 **11-5** Eff 25 Jan

# ILS or LOC Rwy 9L

BRIEFING STRIP™	D-ATIS Arrival	ATLANTA Approach (R)	Rwys 9L/27R	Rwys 8L/26R	ATLANTA Tower Rwys 8R/26L	Rwys 9R/27L	Rwys 10/28	Rwys 9L/R, 27L/R	Ground Rwys 8L/R, 26L/R	Rwys 10/28
	119.65	127.9	123.85	119.1	125.325	119.3	119.5	121.75	121.9	121.65
	LOC IHZK <b>110.5</b>	Final Apch Crs <b>095°</b>	VINII <b>2700'</b> (1681')		ILS DA(H) <b>1359'</b> (340')	Apt Elev 1026'		TDZE 9L 1019'		
	<b>MISSED APCH:</b> Climb to 4000' on heading 100° and inbound on AHN VOR R-235 to CONNI/D30.2 AHN and hold.									
Alt Set: INCHES			Trans level: FL 180			Trans alt: 18000'				
1. RADAR required for procedure entry, DME. 2. Simultaneous approach authorized. 3. Rwy 9L helicopter visibility reduction below RVR 40 or 3/4 not authorized. 4. VGSI and ILS glidepath not coincident (VGSI angle 3.00°/TCH 71'). 5. ALSF-II, PAPI-L on Rwy 9R.										
MSA ARP										



Gnd speed-Kts	70	90	100	120	140	160	PAPI-R	4000'	↑	100°	hdg	and	AHN R-235	CONNI
GS	3.00°	372	478	531	637	849								
MAP at D1.8 IZHK or VINII to MAP	5.1	4:22	3:24	3:04	2:33	2:11								

<b>TERPS</b>		STRAIGHT-IN LANDING RWY 9L		SIDESTEP LANDING RWY 9R	
ILS		LOC (GS out)		MDA(H) 1480' (454')	
DA(H) 1359' (340')		MDA(H) 1480' (461')		ALS out	
A	RVR 50 or 1	RVR 55 or 1		RVR 55 or 1	
B		RVR 55 or 1		RVR 55 or 1	
C		1 3/8		1 3/8	
D		1 1/2		2	

TERPS AMEND 11 22 APR 2021

# KATL/ATL HARTSFIELD- JACKSON ATLANTA INTL



# ATLANTA, GA

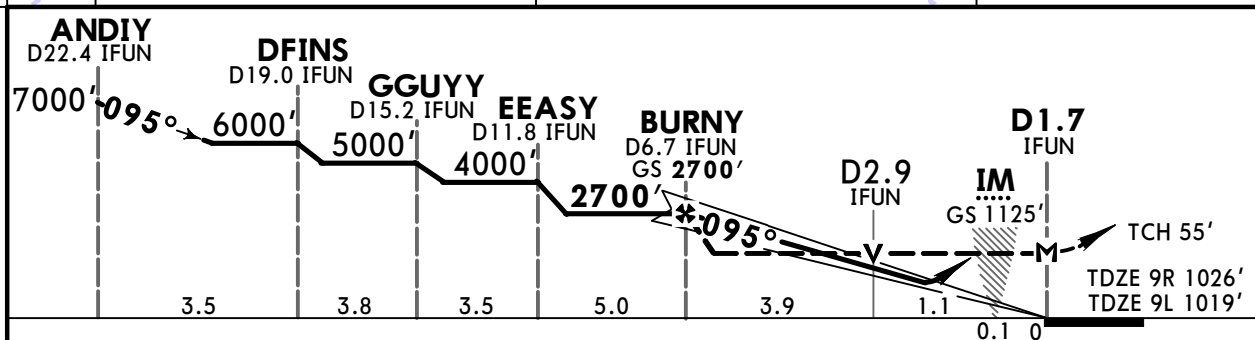
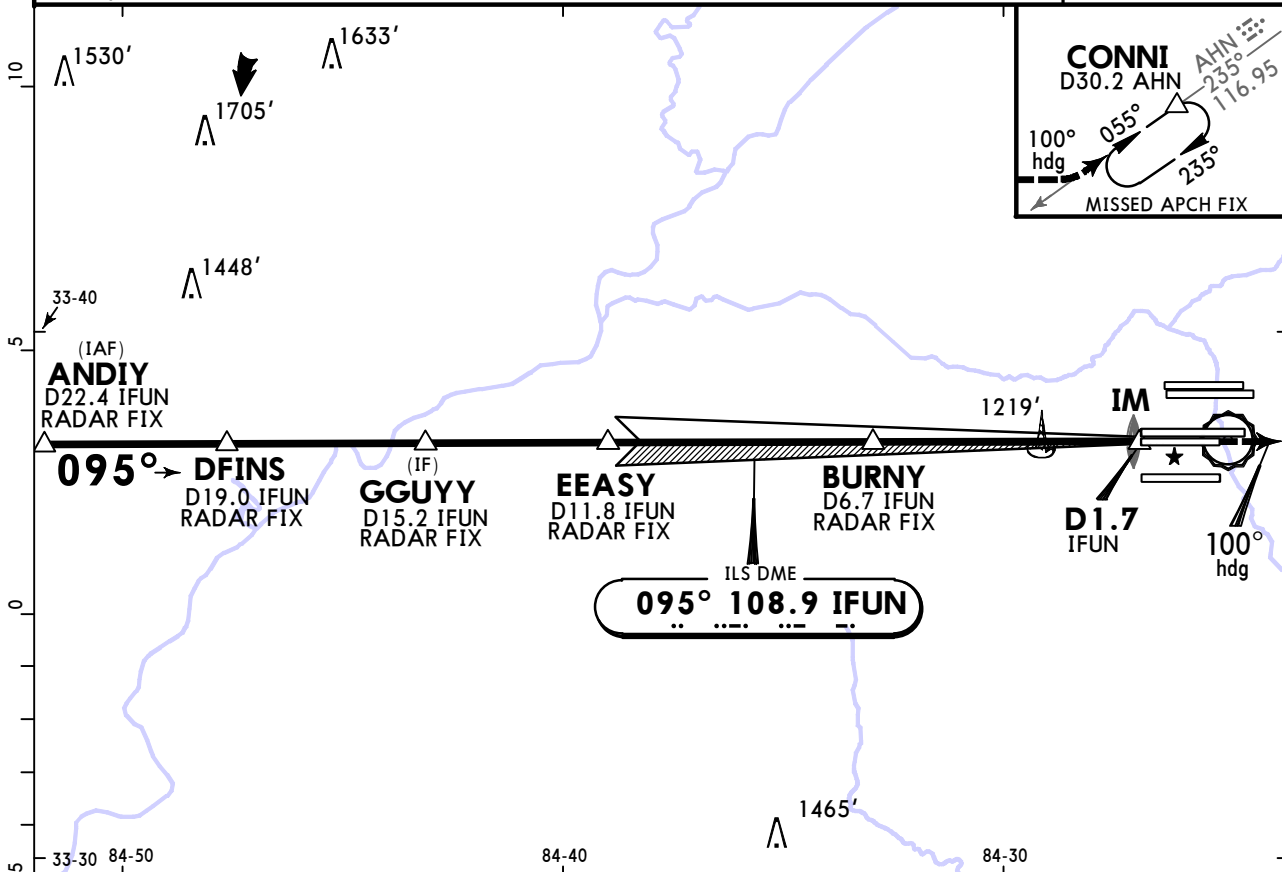
17 FEB 23

11-7

Eff 23 Feb

## ILS or LOC Rwy 9R

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	Rwys 9L/R, 27L/R	Ground	Rwys 8L/R, 26L/R	Rwys 10/28
	119.65	127.9	119.3	119.1	125.325	123.85	119.5	121.75	121.9	121.65		
	LOC IFUN <b>108.9</b>	Final Apch Crs <b>095°</b>	<b>BURNY</b> 2700' (1674')		ILS DA(H) 1226' (200')	Apt Elev 1026'		TDZE 1026'				
	<b>MISSED APCH:</b> Climb to 4000' on heading 100° and inbound on AHN VOR R-235 to CONNI/D30.2 AHN and hold.											
Alt Set: INCHES			Trans level: FL 180				Trans alt: 18000'					
1. RADAR required for procedure entry, DME. 2. Simultaneous approach authorized. 3. VGSI and ILS glidepath not coincident (VGSI angle 3.00°/TCH 70'). 4. PAPI-R on Rwy 9L.												



Gnd speed-Kts	70	90	100	120	140	160	ALSIF-II	4000'	100° on hdg	and	116.95	CONNI
GS	3.00°	372	478	531	637	743						
MAP at D1.7 IFUN or BURNY to MAP	5.1	4:22	3:24	3:04	2:33	2:11	1:55	PAPI	↑		R-235	

TERPS					STRAIGHT-IN LANDING RWY 9R		SIDESTEP LANDING RWY 9L	
ILS			LOC (GS out)					
DA(H) 1226' (200')			MDA(H) 1480' (454')				MDA(H) 1480' (461')	
FULL		TDZ/CL out	ALS out		ALS out			
A					RVR 24 or 1/2	RVR 50 or 1	RVR 55 or 1	
B	RVR 18 or 1/2	RVR 24 or 1/2	RVR 40 or 3/4		RVR 45 or 7/8	1 3/8	1 1/2	
C							2	
D								

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

CHANGES: AHN VOR frequency, comms.

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TERPS AMEND 20 22 APR 2021

# KATL/ATL HARTSFIELD- JACKSON ATLANTA INTL



# ATLANTA, GA

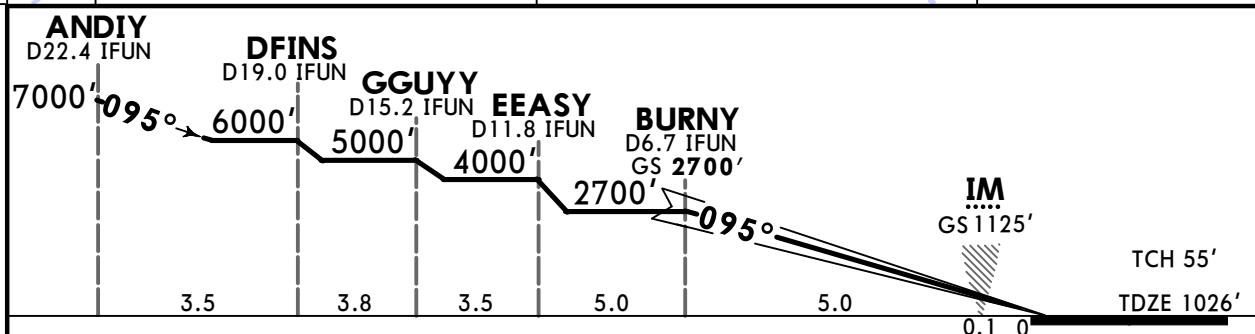
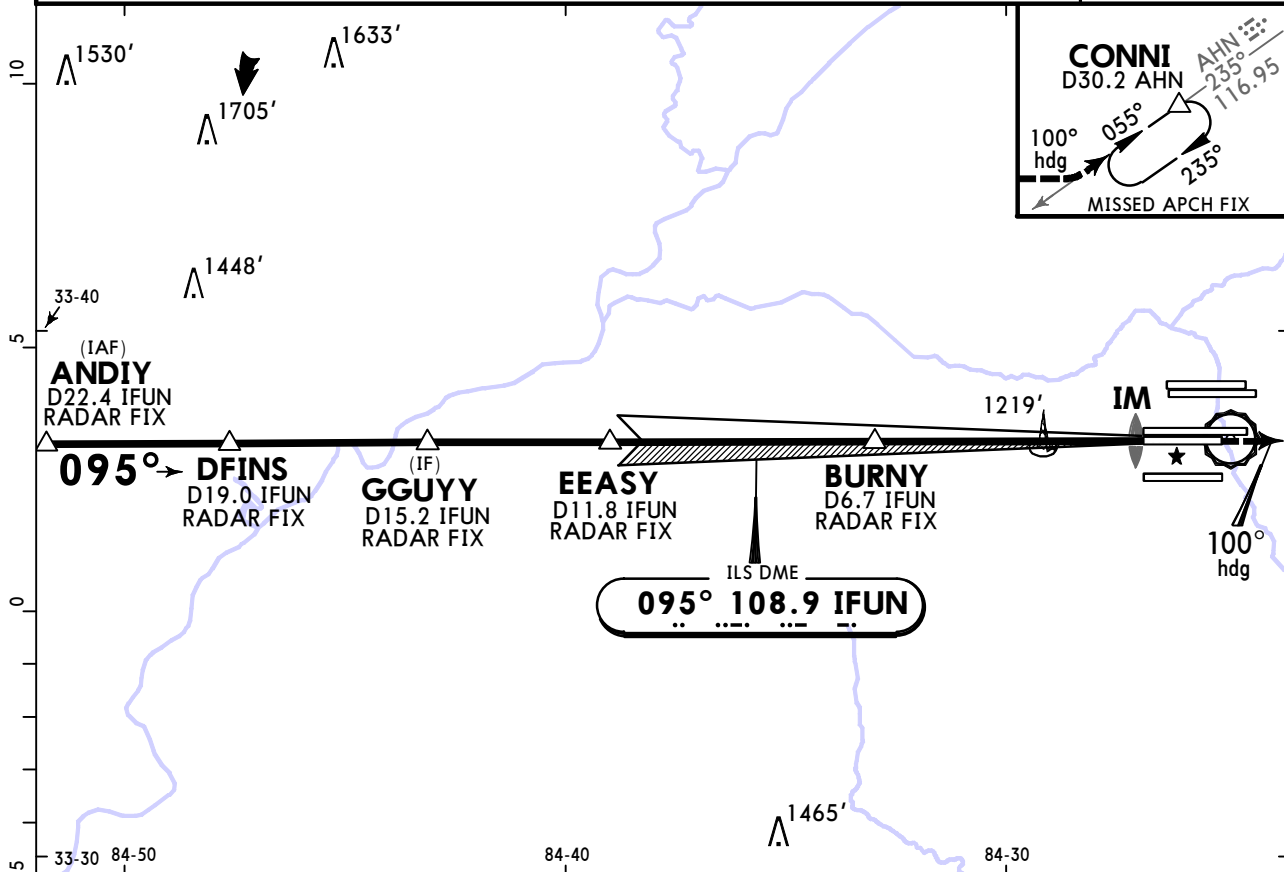
17 FEB 23

Eff 23 Feb

(11-7A)

## ILS Rwy 9R CAT II & III

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	Rwys 9L/R, 27L/R	Ground	Rwys 8L/R, 26L/R	Rwys 10/28	
	119.65	127.9	119.3	119.1	125.325	123.85	119.5	121.75	121.9	121.65			
	LOC IFUN <b>108.9</b>	Final Apch Crs <b>095°</b>	<b>BURNY</b> 2700' (1674')	CAT III Refer to Minimums	CAT II <b>RA 118'</b> DA(H) 1126' (100')	Apt Elev 1026'	TDZE 1026'						
	<b>MISSED APCH:</b> Climb to 4000' on heading 100° and inbound on AHN VOR R-235 to CONNI/D30.2 AHN and hold.												
Alt Set: INCHES			Trans level: FL 180			Trans alt: 18000'							
1. Special Aircrew and Aircraft Certification required. 2. RADAR required for procedure entry, DME. 3. Simultaneous approach authorized. 4. VGSI and ILS glidepath not coincident (VGSI angle 3.00°/TCH 70').													



Gnd speed-Kts	70	90	100	120	140	160	ALSIF-II PAPI	4000'	100° on hdg	and 116.95	AHN R-235	CONNI
GS	3.00°	372	478	531	637	849						

<b>TERPS</b>		STRAIGHT-IN LANDING RWY 9R	
CAT III ILS	RVR 3	CAT II ILS <b>RA 118'</b> DA(H) 1126' (100')	RVR 12

TERPS AMEND 20 22 APR 2021

# KATL/ATL HARTSFIELD- JACKSON ATLANTA INTL



# ATLANTA, GA

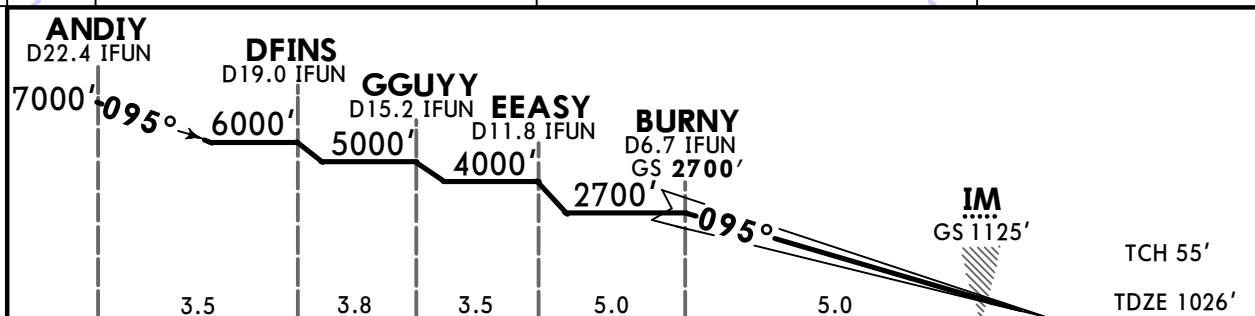
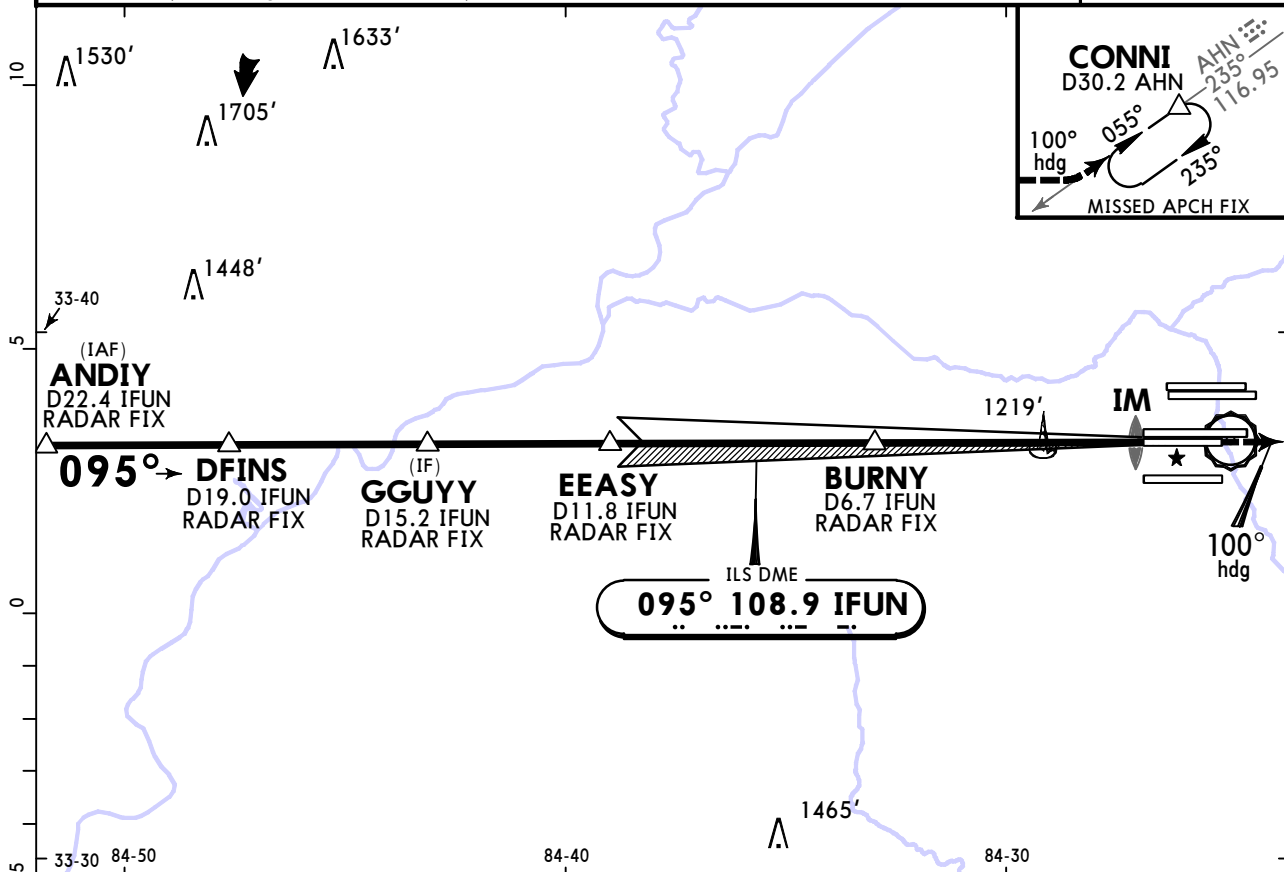
17 FEB 23

Eff 23 Feb

11-7B

# ILS Rwy 9R SA CAT I

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	Rwys 9L/R, 27L/R	Ground	Rwys 8L/R, 26L/R	Rwys 10/28
	119.65	127.9	119.3	119.1	125.325	123.85	119.5	121.75	121.9	121.65		
	LOC IFUN	Final Apch Crs	BURNY		SA CAT I ILS		Apt Elev 1026'					
	108.9	095°	2700' (1674')		RA 196'		TDZE 1026'					
	<b>MISSED APCH:</b> Climb to 4000' on heading 100° and inbound on AHN VOR R-235 to CONNI/D30.2 AHN and hold.											
Alt Set: INCHES			Trans level: FL 180				Trans alt: 18000'					
1. Special Aircrew and Aircraft Certification required. 2. RADAR required for procedure entry, DME. 3. Simultaneous approach authorized. 4. VGSI and ILS glidepath not coincident (VGSI angle 3.00°/TCH 70').												



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II	4000'	100° on hdg	AHN R-235	CONNI
GS	3.00°	372	478	531	637	849					

**TERPS** STRAIGHT-IN LANDING RWY9R  
**1 SA CAT I ILS**  
**RA 196'**  
 DA(H) 1176' (150')

A	RVR 14
B	
C	
D	

**1** Requires specific OPSPEC, MSPEC, or LOA approval.

TERPS AMEND 20 22 APR 2021

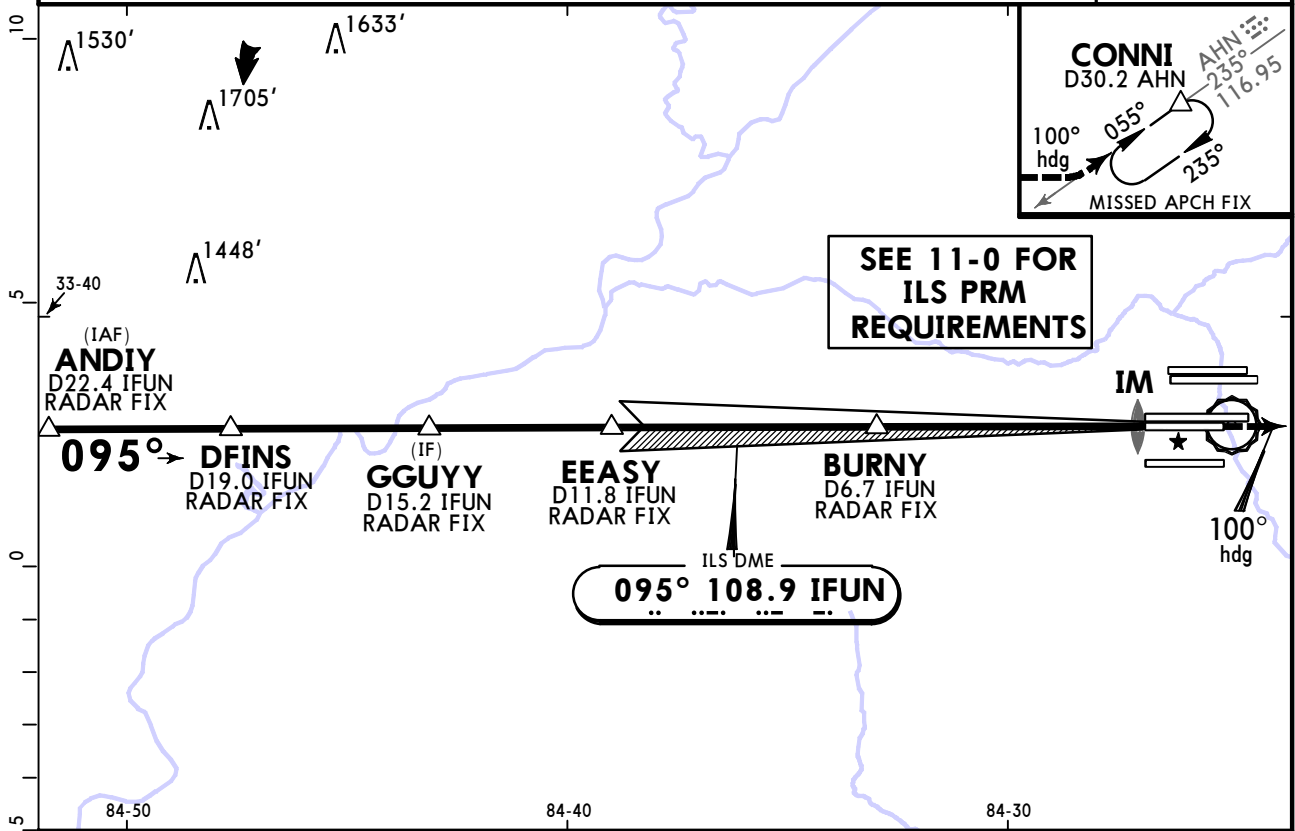
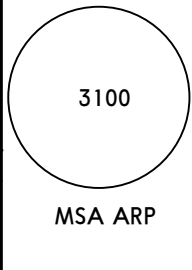
**KATL/ATL**  
**HARTSFIELD-**  
**JACKSON ATLANTA INTL**



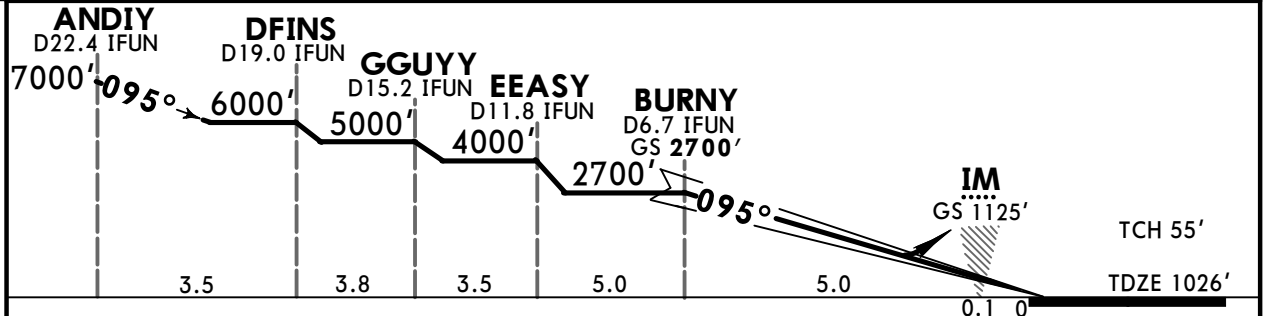
17 FEB 23 **(11-8)** **Eff 23 Feb**

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

BRIEFING STRIP™	D-ATIS Arrival	ATLANTA Approach (R)	ATLANTA Tower	Ground
	119.65	127.9	Rwys 9R/27L 119.3 Rwys 8L/26R 119.1 Rwys 8R/26L 125.325 Rwys 9L/27R 123.85 Rwys 10/28 119.5 Monitor Frequency 132.55	Rwys 9L/R, 27L/R 121.75 Rwys 8L/R, 26L/R 121.9 Rwys 10/28 121.65
	LOC IFUN 108.9	Final Apch Crs 095°	BURNY 2700' (1674')	ILS DA(H) 1226' (200')
	Apt Elev 1026' TDZE 1026'			
	MISSED APCH: Climb to 4000' on heading 100° and inbound on AHN VOR R-235 to CONNI/D30.2 AHN and hold.			
	Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'			
	1. RADAR required for procedure entry, DME. 2. Simultaneous approach authorized. 3. Use of FD or AP required during simultaneous approach. 4. Dual VHF comm required. 5. See 11-0 for "Attention All Users of ILS Precision Runway Monitor (PRM)". 6. VGSI and ILS glidepath not coincident (VGSI angle 3.00°/TCH 70').			



**SEE 11-0 FOR ILS PRM REQUIREMENTS**



Gnd speed-Kts	70	90	100	120	140	160	ALSIF-II PAPI	4000' on hdg and 100° and 116.95 CONNI R-235
Gs	3.00°	372	478	531	637	849		

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

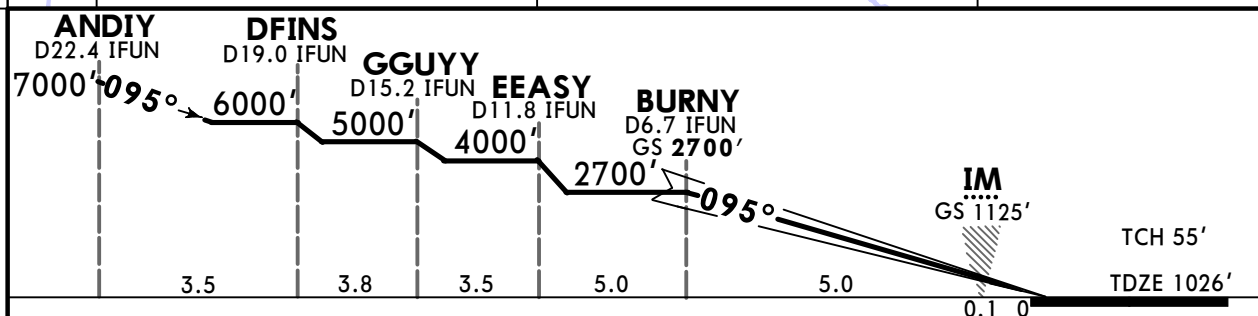
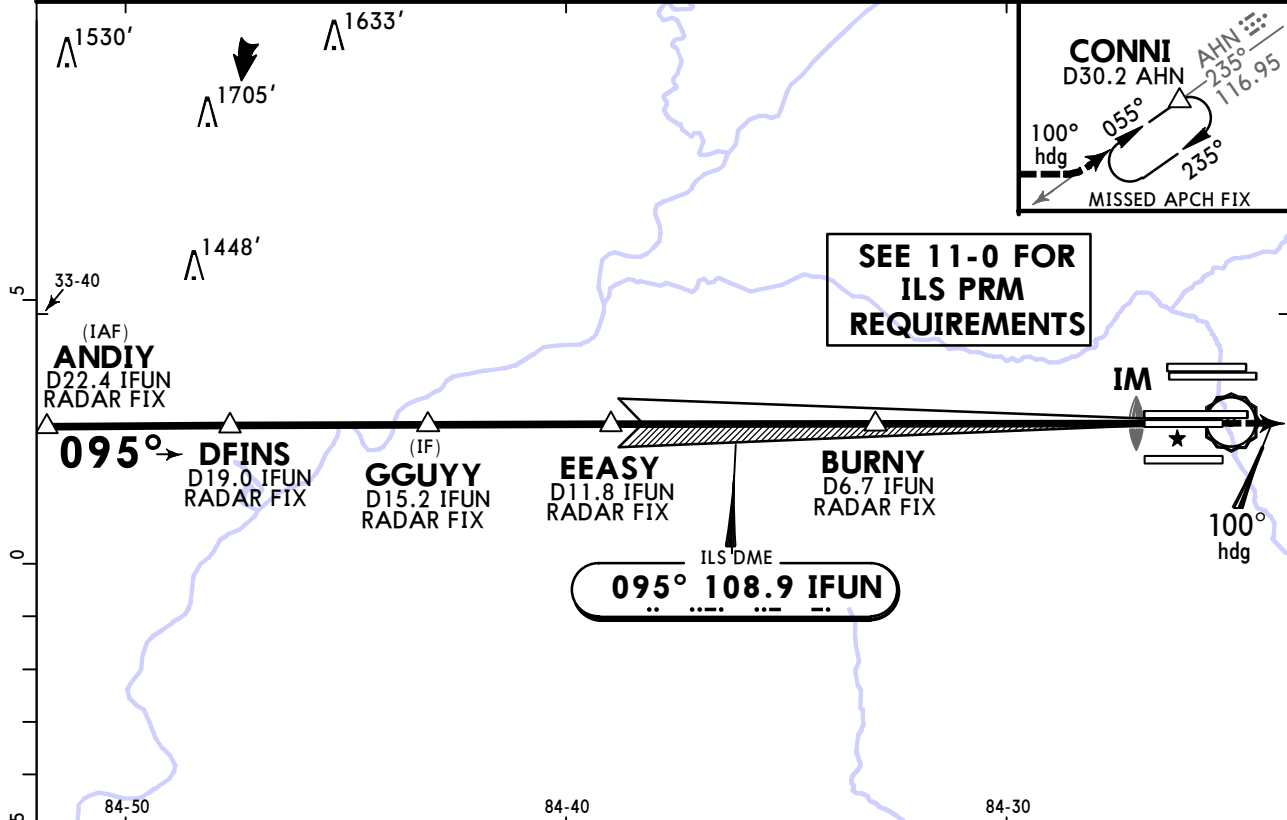
**KATL/ATL**  
**HARTSFIELD-**  
**JACKSON ATLANTA INTL**

**JEPPESSEN**  
 17 FEB 23  
 Eff 23 Feb

**(11-8A) ILS PRM Rwy 9R CAT II & III**  
**ATLANTA, GA**  
**(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	125.325	123.85	119.5			121.75	121.9	121.65
Monitor Frequency											
LOC IFUN	Final Apch Crs	<b>BURNY</b>	CAT III Refer to Minimums	CAT II <b>RA 118'</b>	DA(H)	Apt Elev 1026'	TDZE 1026'				
<b>108.9</b>	<b>095°</b>	<b>2700'</b> (1674')		<b>1126'</b> (100')							
<b>MISSED APCH:</b> Climb to 4000' on heading 100° and inbound on AHN VOR R-235 to CONNI/D30.2 AHN and hold.											
Alt Set: INCHES      Trans level: FL 180      Trans alt: 18000'											
1. Special Aircrew and Aircraft Certification Required. 2. RADAR required for procedure entry, DME. 3. Simultaneous approach authorized. 4. Use of FD or AP required during simultaneous approach. 5. Dual VHF comm required. 6. See 11-0 for "Attention All Users of ILS Precision Runway Monitor (PRM)". 7. VGSI and ILS glidepath not coincident (VGSI angle 3.00°/TCH 70').											



Gnd speed-Kts	70	90	100	120	140	160	ALSIF-II PAPI	4000'	100° on hdg	and	AHN 116.95 R-235	CONNI
GS	3.00°	372	478	531	637	743						

<b>TERPS</b>		STRAIGHT-IN LANDING RWY 9R	
CAT III ILS	RVR 3	CAT II ILS <b>RA 118'</b>	RVR 12
		DA(H) <b>1126'</b> (100')	

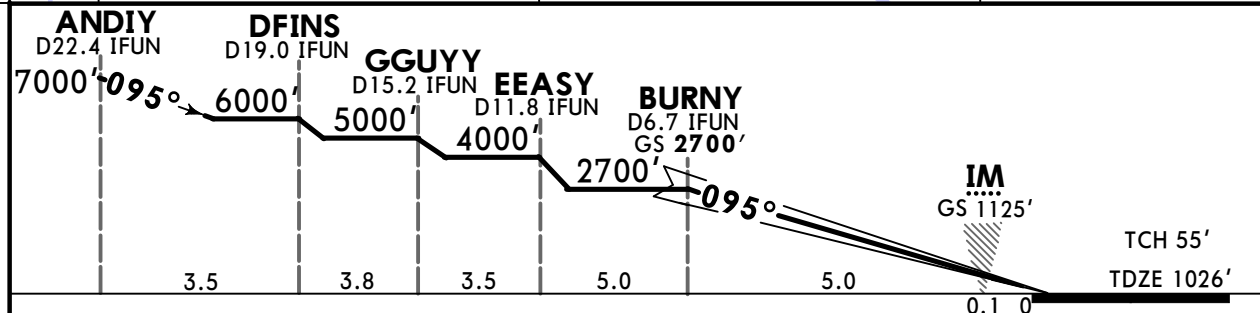
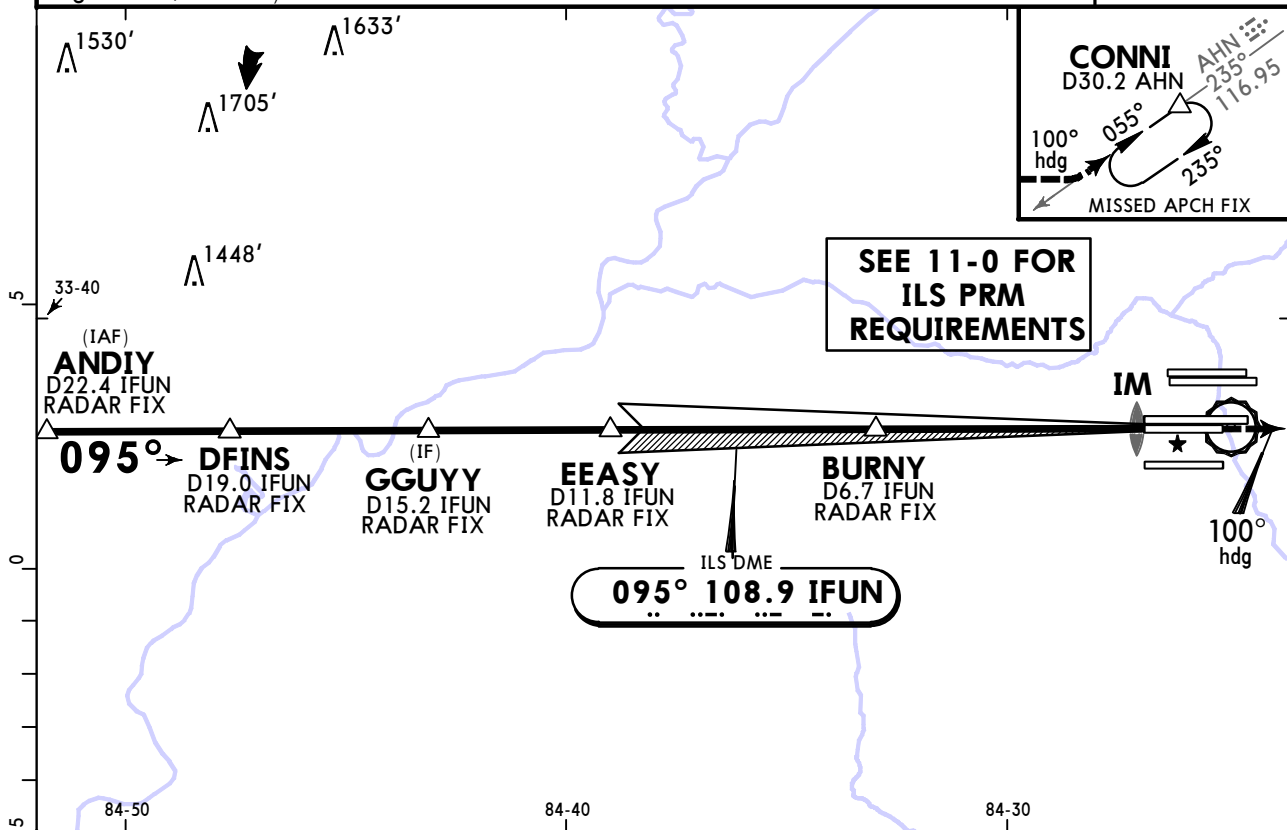
TERPS AMEND 3 22 APR 2021

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

**JEPPESSEN**  
 17 FEB 23  
 Eff 23 Feb **11-8B**

**ATLANTA, GA**  
**ILS PRM Rwy 9R SA CAT I**  
 (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			
		119.65	127.9	119.3	119.1	125.325	123.85	119.5	Rwys 9L/R, 27L/R	Rwys 8L/R, 26L/R	Rwys 10/28
Monitor Frequency								132.55	121.75	121.9	121.65
LOC IFUN	Final Apch Crs	BURNY		SA CAT I ILS		Apt Elev 1026'		3100 MSA ARP			
108.9	095°	2700' (1674')		RA 196'		TDZE 1026'					
MISSED APCH: Climb to 4000' on heading 100° and inbound on AHN VOR R-235 to CONNI/D30.2 AHN and hold.											
Alt Set: INCHES			Trans level: FL 180			Trans alt: 18000'					
1. Special Aircrew and Aircraft Certification Required. 2. RADAR required for procedure entry, DME. 3. Simultaneous approach authorized. 4. Use of FD or AP required during simultaneous approach. 5. Dual VHF comm required. 6. See 11-0 for "Attention All Users of ILS Precision Runway Monitor (PRM)". 7. VGSI and ILS glidepath not coincident (VGSI angle 3.00°/TCH 70').											



Gnd speed-Kts	70	90	100	120	140	160	ALSIF-II	4000'	100°	on hdg	and	AHN	116.95	CONNI
GS	3.00°	372	478	531	637	743								

**TERPS** STRAIGHT-IN LANDING RWY9R  
**SA CAT I ILS**  
**RA 196'**  
 DA(H) 1176' (150')

RVR 14

Requires specific OPSPEC, MSPEC, or LOA approval.

TERPS AMEND 3 22 APR 2021

# KATL/ATL HARTSFIELD- JACKSON ATLANTA INTL



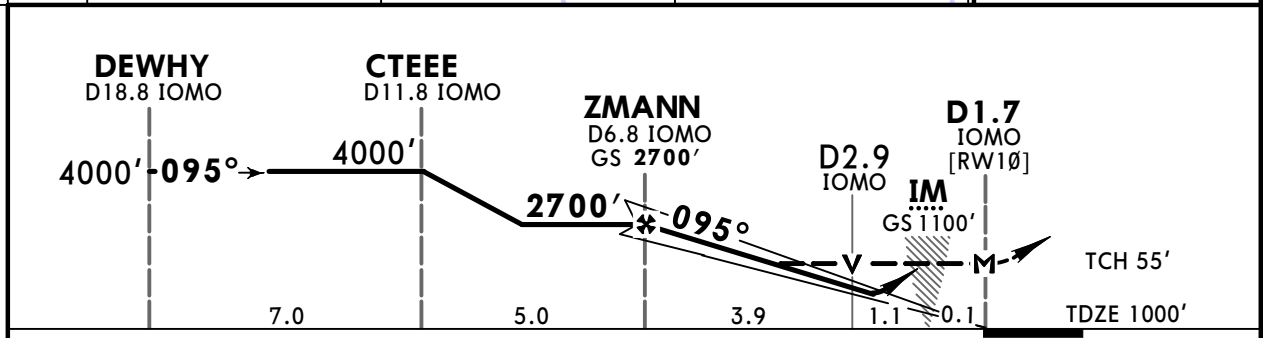
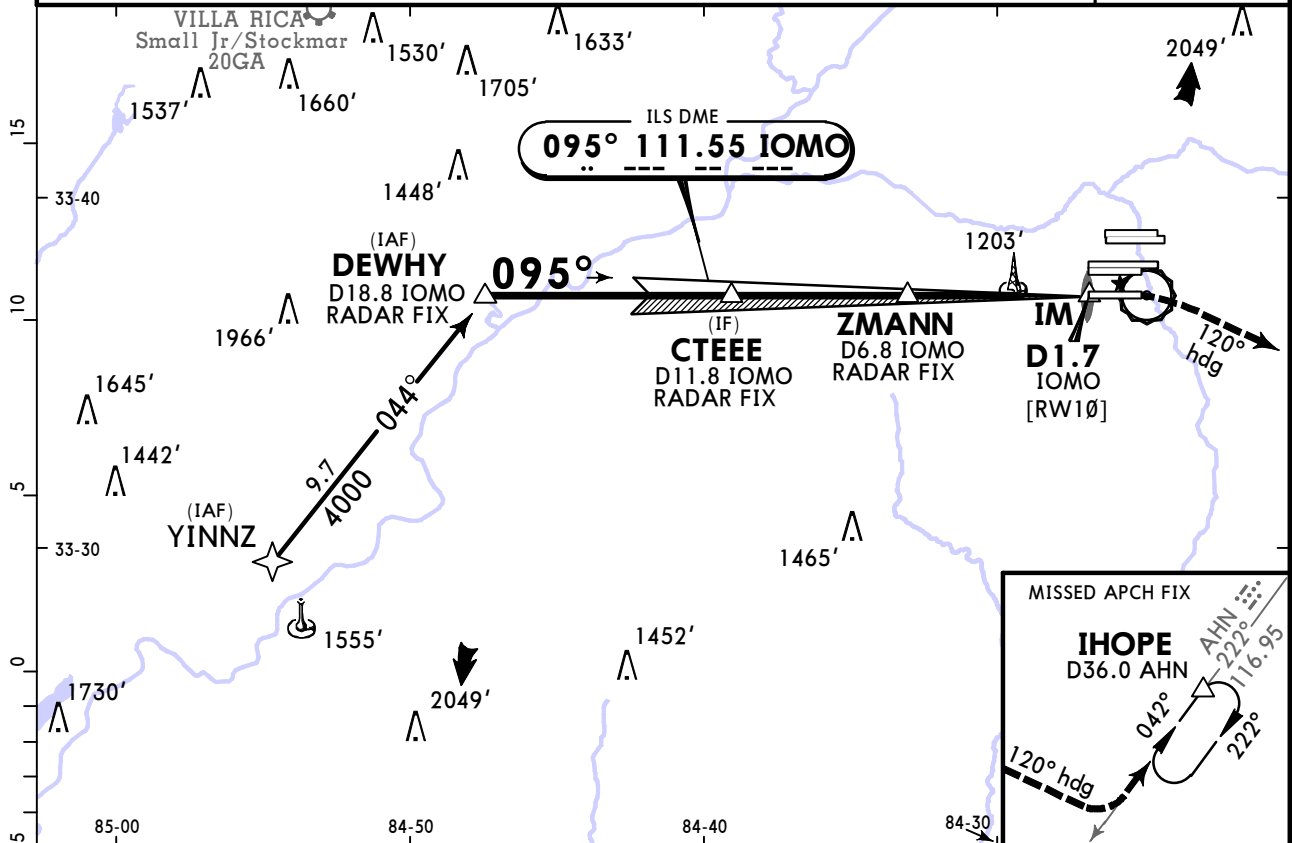
# ATLANTA, GA

19 JAN 24

11-9 Eff 25 Jan

# ILS or LOC Rwy 10

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	125.325	123.85	119.3	121.65	121.9	121.75		
	LOC IOMO <b>111.55</b>	Final Apch Crs <b>095°</b>	<b>ZMANN</b> 2700' (1700')		ILS DA(H) 1200' (200')		Apt Elev 1026' TDZE 1000'		<div style="border: 1px solid black; border-radius: 50%; width: 100px; height: 100px; margin: 0 auto; display: flex; align-items: center; justify-content: center;">3100</div> MSA ARP			
	<b>MISSED APCH:</b> Climb to 1400' then climbing RIGHT turn to 3000' on heading 120° and inbound on AHN VOR R-222 to IHOPE/D36.0 AHN and hold.											
Alt Set: INCHES			Trans level: FL 180			Trans alt: 18000'						
1. DME or RADAR required. 2. RNP APCH - GPS FROM YINNZ. 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'	120°	AHN
GS	3.00°	372	478	531	637	849	PAPI	↑	RT	on hdg	R-222
MAP at D1.7 IOMO or ZMANN to MAP	5.2	4:27	3:28	3:07	2:36	2:14	1:57				

<b>TERPS</b>				STRAIGHT-IN LANDING RWY 10			
ILS DA(H) 1200' (200')		LOC (GS out) MDA(H) 1460' (460')					
TDZ/CL out		ALS out				ALS out	
A				RVR 24 or 1/2			RVR 50 or 1
B	RVR 18 or 1/2	RVR 24 or 1/2	RVR 40 or 3/4				
C				RVR 45 or 7/8			1 3/8
D							

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

TERPS AMEND 5C 30 DEC 2021

# KATL/ATL HARTSFIELD- JACKSON ATLANTA INTL

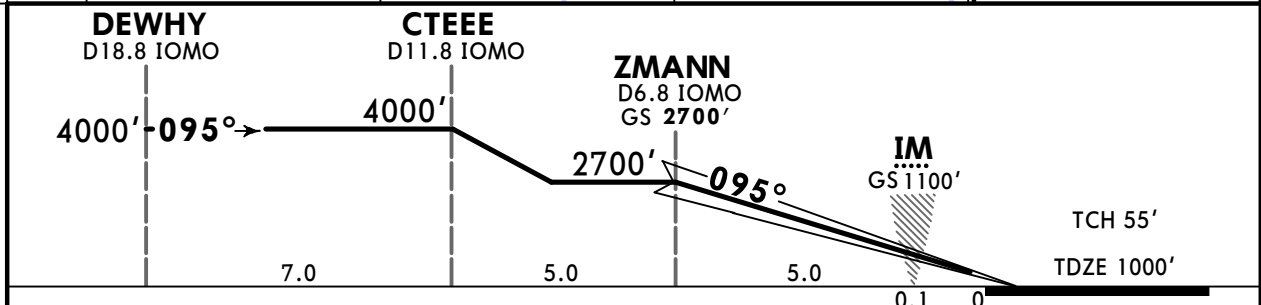
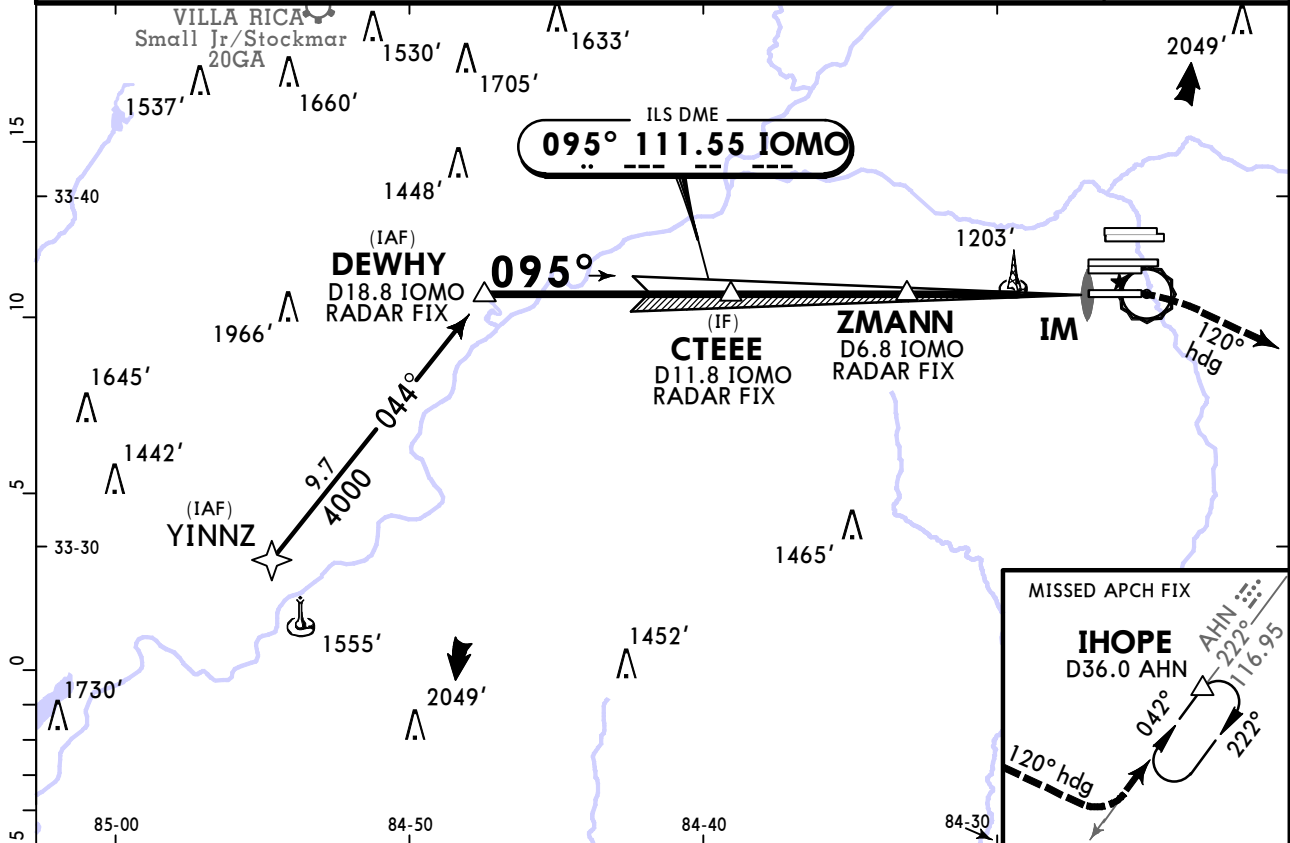


# ATLANTA, GA

19 JAN 24  
Eff 25 Jan (11-9A)

## ILS Rwy 10 CAT II & III

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	125.325	123.85	119.3	121.65	121.9	121.75		
	LOC IOMO	Final Apch Crs	ZMANN		CAT III	CAT II ILS		Apt Elev 1026'		3100 MSA ARP		
	111.55	095°	2700' (1700')		Refer to Minimums	RA 110' DA(H) 1100' (100')		TDZE 1000'				
MISSED APCH: Climb to 1400' then climbing RIGHT turn to 3000' on heading 120° and inbound on AHN VOR R-222 to IHOPE/D36.0 AHN and hold.												
Alt Set: INCHES			Trans level: FL 180				Trans alt: 18000'					
1. Special Aircrew and Aircraft Certification Required. 2. DME or RADAR required. 3. RNP APCH - GPS FROM YINNZ. 4. Simultaneous approach authorized with Rwy 9L or 8R or 8L, or Rwys 9L and 8L. 5. Localizer not suitable for electronic rollout guidance.												



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II PAPI	1400'	3000'	120°	AHN
GS	3.00°	372	478	531	637	743		849	↑	RT	hdg

<b>TERPS</b>		STRAIGHT-IN LANDING RWY 10	
CAT III ILS		CAT II ILS RA 110' DA(H) 1100' (100')	
RVR 7		RVR 12	

TERPS AMEND 5C 30 DEC 2021

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

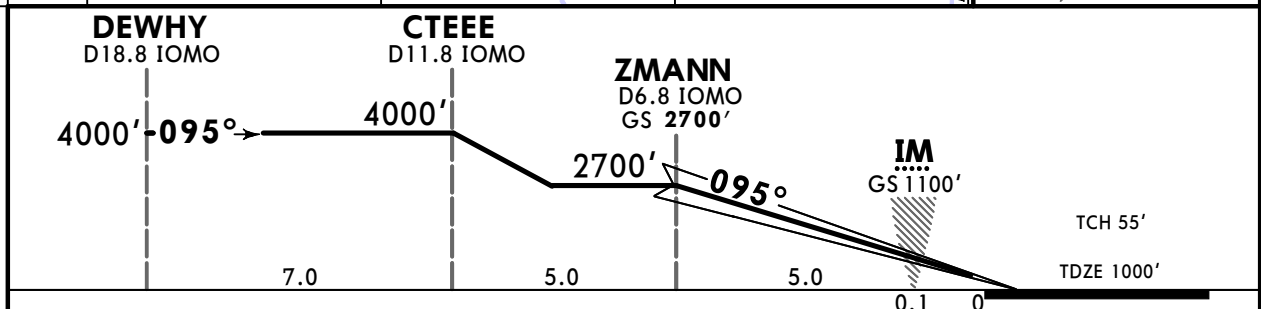
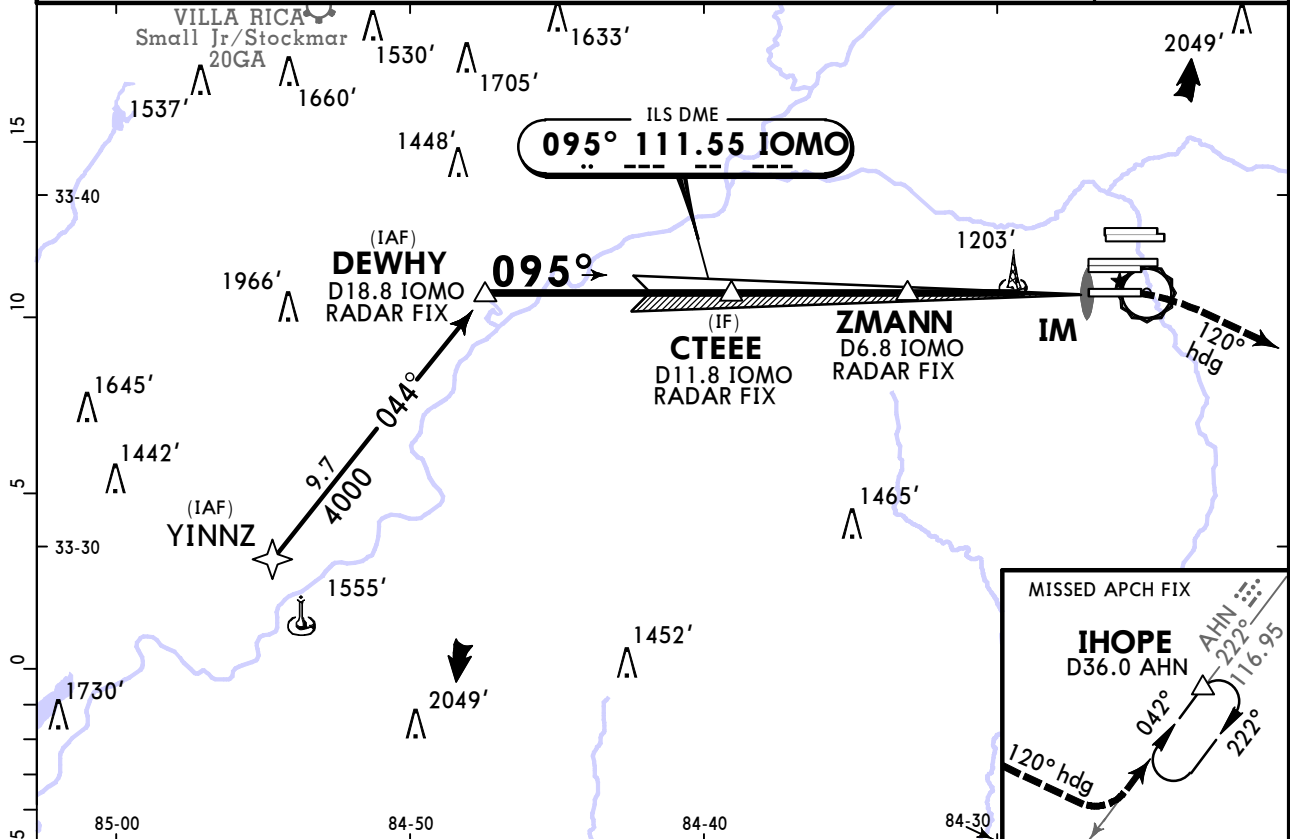


**ATLANTA, GA**

19 JAN 24  
**Eff 25 Jan** **11-9B**

**ILS Rwy 10 SA CAT I**

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	125.325	123.85	119.3	121.65	121.9	121.75		
	LOC IOMO <b>111.55</b>	Final Apch Crs <b>095°</b>	<b>ZMANN</b> 2700'(1700')		<b>SA CAT I ILS</b> <b>RA 180'</b>		Apt Elev 1026'		TDZE 1000'			
<b>MISSED APCH:</b> Climb to 1400' then climbing RIGHT turn to 3000' on heading 120° and inbound on AHN VOR R-222 to IHOPE/D36.0 AHN and hold.										3100  MSA ARP		
Alt Set: INCHES			Trans level: FL 180			Trans alt: 18000'						
1. Special Aircrew and Aircraft Certification Required. 2. DME or RADAR required. 3. RNP APCH - GPS FROM YINNZ. 4. Simultaneous approach authorized with Rwy 9L or 8R or 8L, or Rwys 9L and 8L. 5. Localizer not suitable for electronic rollout guidance.												



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II PAPI	1400'	3000'	120°	AHN
GS	3.00°	372	478	531	637	849		↑	RT	on hdg	and

**TERPS** STRAIGHT-IN LANDING RWY 10  
**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.

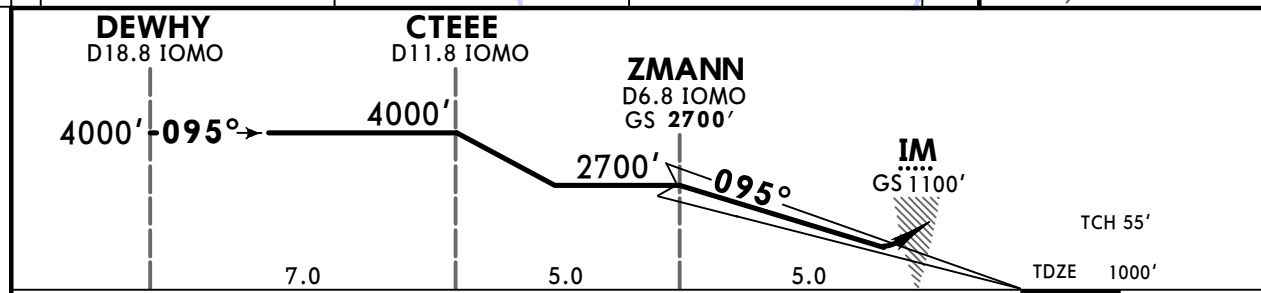
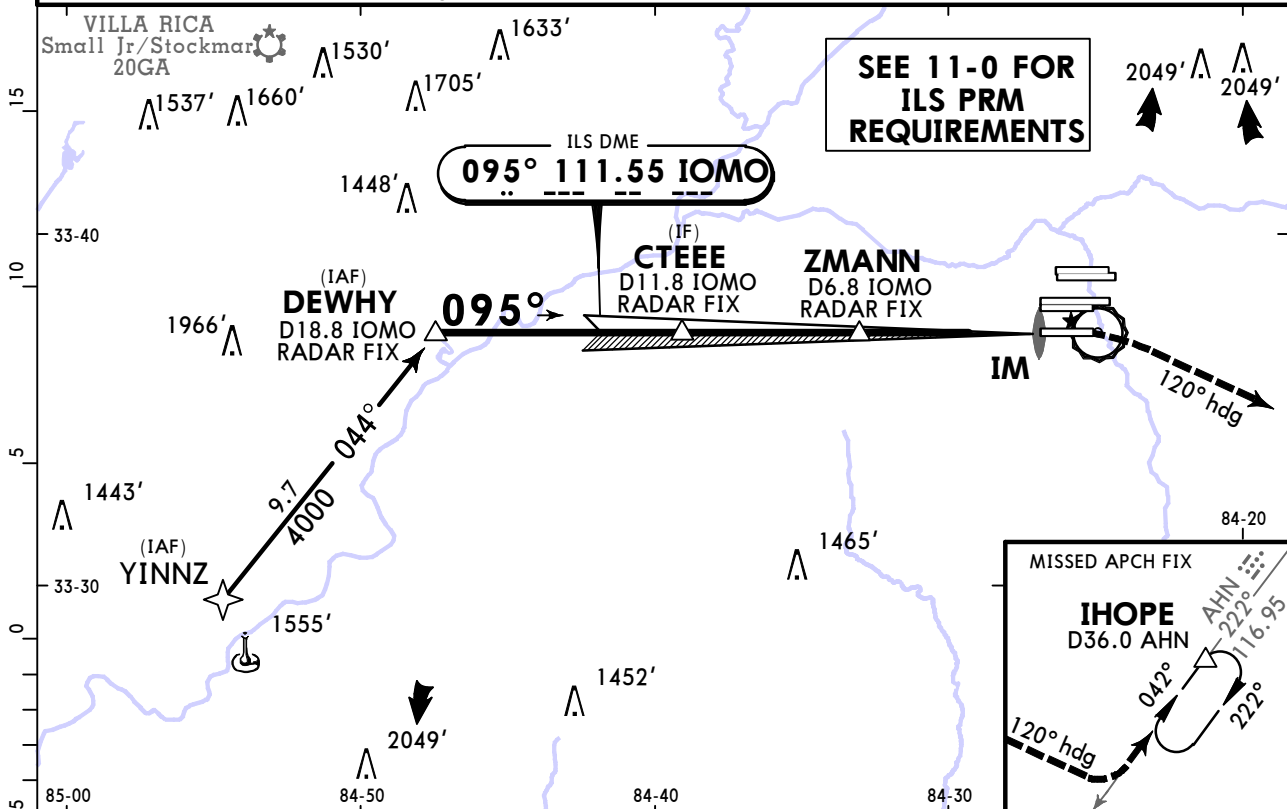
TERPS AMEND 5C 30 DEC 2021

# KATL/ATL HARTSFIELD- JACKSON ATLANTA INTL

**JEPPESSEN**  
17 FEB 23 **11-10** Eff 23 Feb

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

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	Ground	
	119.65	127.9	119.5	119.1	125.325	123.85	119.3	121.65	121.9	121.75
LOC IOMO <b>111.55</b>			Final Apch Crs <b>095°</b>		ZMANN <b>2700'</b> (1700')		ILS DA(H) <b>1200'</b> (200')		Apt Elev 1026' TDZE 1000'	3100 MSA ARP
<b>MISSED APCH:</b> Climb to 1400' then climbing RIGHT turn to 3000' on heading 120° and inbound on AHN VOR R-222 to IHOPE/D36.0 AHN and hold.										
Alt Set: INCHES			Trans level: FL 180			Trans alt: 18000'				
1. DME or RADAR required. 2. RNP APCH - GPS FROM YINNZ. 3. Simultaneous approach authorized. 4. Procedure not authorized when glide slope not available (ILS procedures only). 5. Dual VHF comm required. 6. See 11-0 for "Attention All Users of ILS Precision Runway Monitor (PRM)". 7. Localizer not suitable for electronic rollout guidance.										



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II PAPI	1400'	3000'	120°	and	116.95
GS	3.00°	372	478	531	637	743		849	↑	RT	hdg	

<b>TERPS</b>			STRAIGHT-IN LANDING RWY 10		
FULL			ILS DA(H) 1200' (200')		
FULL		TDZ/CL out		ALS out	
A					
B					
C	RVR 18 or 1/2	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 5 30 DEC 2021

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

**JEPPesen**

**ATLANTA, GA**

17 FEB 23

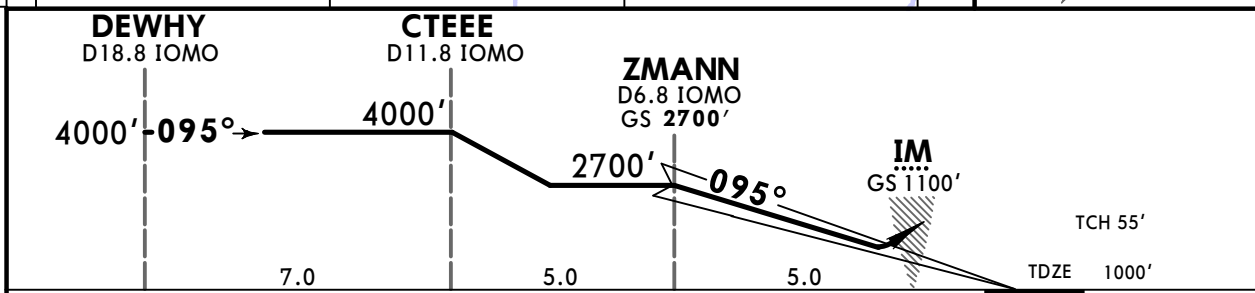
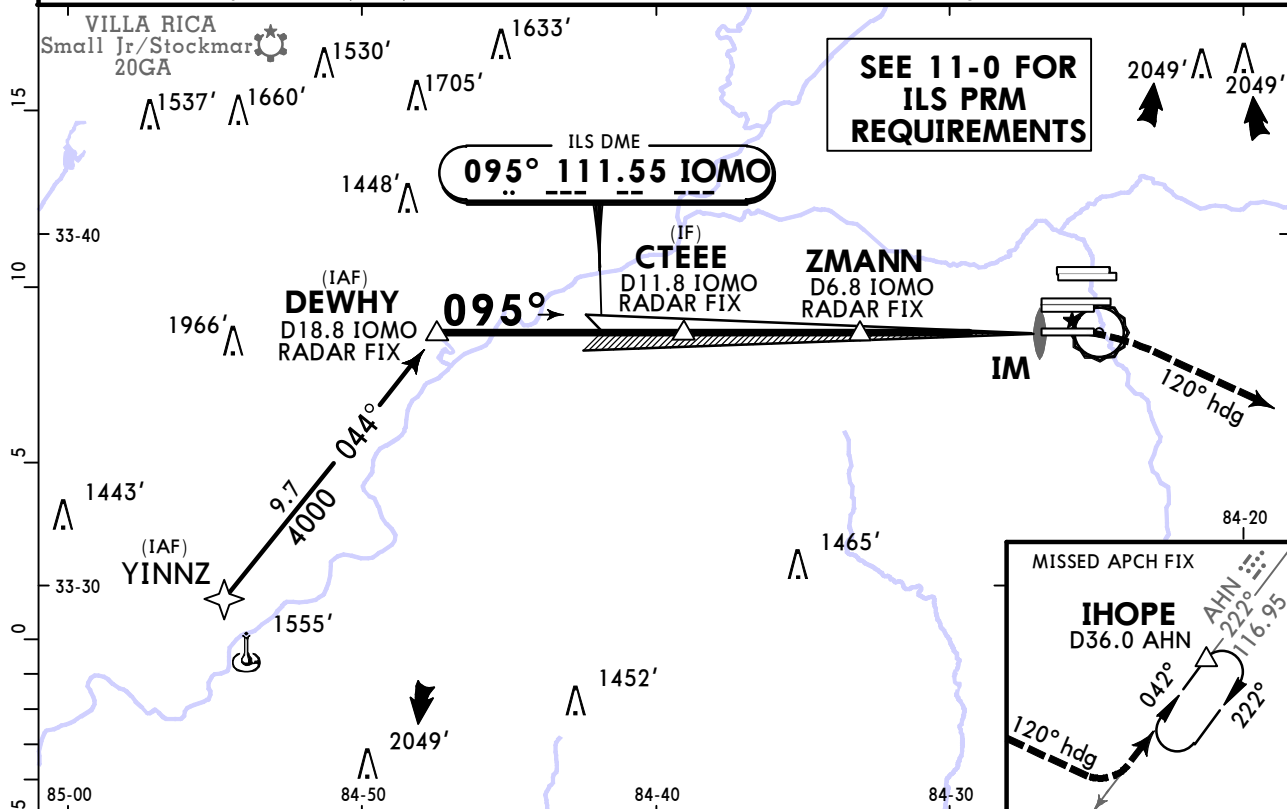
**11-10A**

**ILS PRM Rwy 10 CAT II & III**

(CLOSE PARALLEL)

Eff 23 Feb

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	Ground		
	119.65	127.9	119.5	119.1	125.325	123.85	119.3	Rwys 10/28	Rwys 8L/R, 26L/R	Rwys 9L/R, 27L/R
	Monitor Frequency 133.425							121.65	121.9	121.75
LOC IOMO	Final Apch Crs	ZMANN	CAT III Refer to Minimums	CAT II ILS RA 110'	DA(H) 1100'(100')	Apt Elev 1026'		TDZE 1000'		
111.55	095°	2700'(1700')						3100		
MISSED APCH: Climb to 1400' then climbing RIGHT turn to 3000' on heading 120° and inbound on AHN VOR R-222 to IHOPE/D36.0 AHN and hold.								MSA ARP		
Alt Set: INCHES			Trans level: FL 180			Trans alt: 18000'				
1. Special Aircrew and Aircraft Certification Required. 2. DME or RADAR required. 3. RNP APCH - GPS FROM YINNZ. 4. Simultaneous approach authorized. 5. Procedure not authorized when glide slope not available (ILS procedures only). 6. Dual VHF comm required. 7. See 11-0 for "Attention All Users of ILS Precision Runway Monitor (PRM)". 8. Localizer not suitable for electronic rollout guidance.										



Gnd speed-Kts	70	90	100	120	140	160	ALSFI-II PAPI	1400'	3000'	120°	AHN
GS	3.00°	372	478	531	637	743		849	↑	RT	hdg

<b>TERPS</b>		STRAIGHT-IN LANDING RWY 10	
CAT III ILS		CAT II ILS RA 110'	
		DA(H) 1100'(100')	
RVR 7		RVR 12	

TERPS AMEND 5 30 DEC 2021

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



**ATLANTA, GA**

17 FEB 23

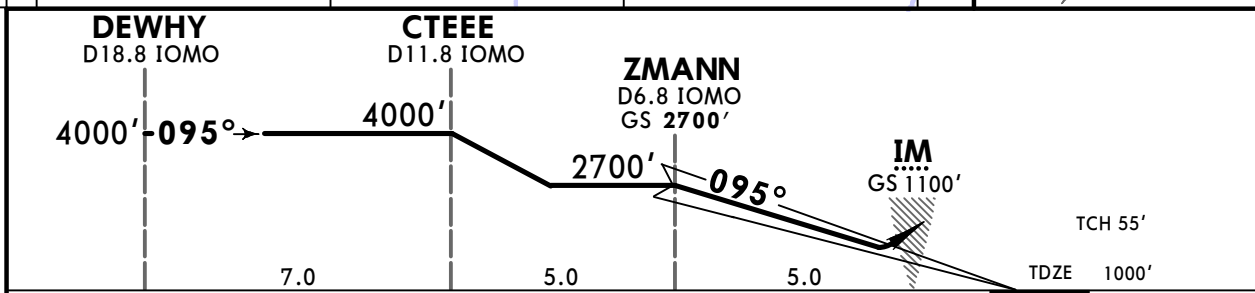
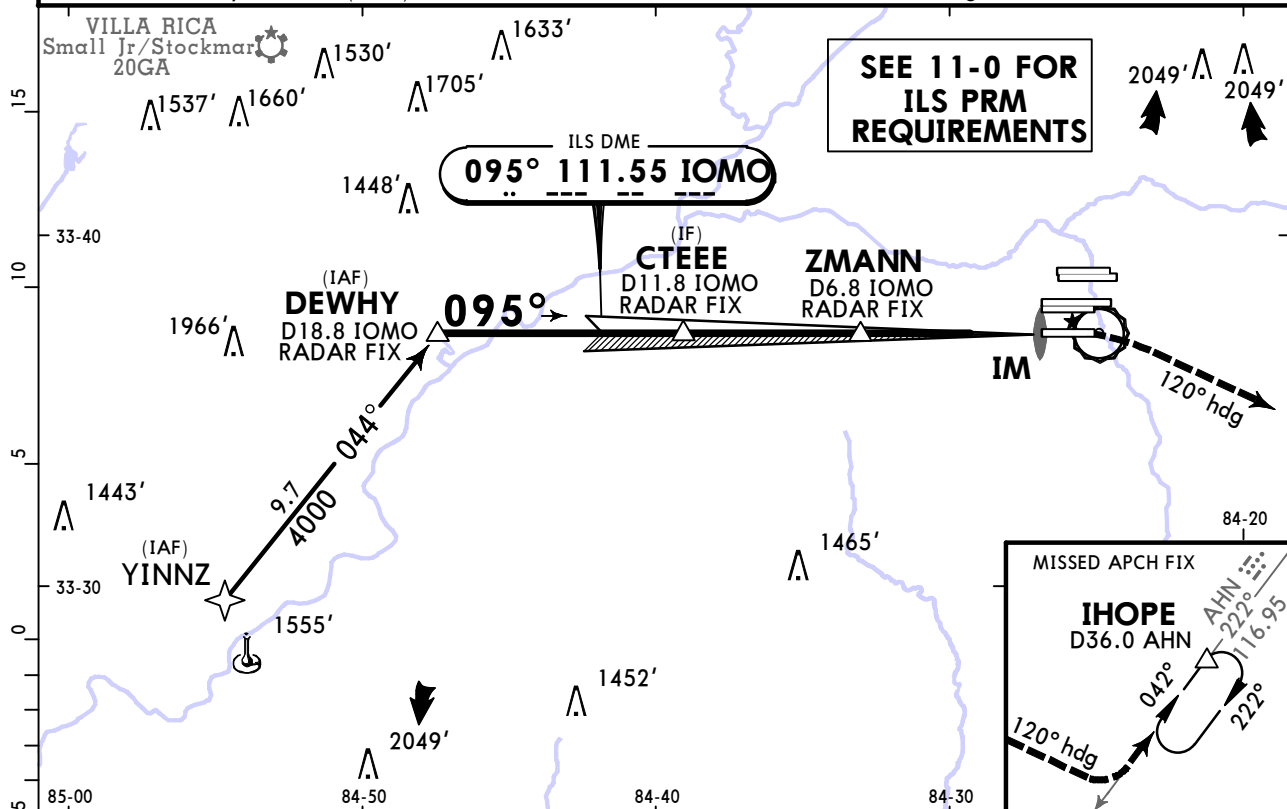
Eff 23 Feb

11-10B

**ILS PRM Rwy 10 SA CAT I**

(CLOSE PARALLEL)

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	Ground		
	119.65	127.9	119.5	119.1	125.325	123.85	119.3		Rwys 10/28	Rwys 8L/R, 26L/R	Rwys 9L/R, 27L/R
	LOC IOMO	Final Apch Crs	ZMANN		SA CAT I ILS		Apt Elev	1026'	3100		
	111.55	095°	2700' (1700')		RA 180'		TDZE	1000'	MSA ARP		
<p>MISSED APCH: Climb to 1400' then climbing RIGHT turn to 3000' on heading 120° and inbound on AHN VOR R-222 to IHOPE/D36.0 AHN and hold.</p>											
Alt Set: INCHES			Trans level: FL 180			Trans alt: 18000'					
<p>1. Special Aircrew and Aircraft Certification Required. 2. DME or RADAR required. 3. RNP APCH - GPS FROM YINNZ. 4. Simultaneous approach authorized. 5. Procedure not authorized when glide slope not available (ILS procedures only). 6. Dual VHF comm required. 7. See 11-0 for "Attention All Users of ILS Precision Runway Monitor (PRM)". 8. Localizer not suitable for electronic rollout guidance.</p>											



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II PAPI	1400'	3000'	120°	AHN
GS	3.00°	372	478	531	637	743		849	↑	RT	hdg

**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.

TERPS AMEND 5 30 DEC 2021

# KATL/ATL HARTSFIELD- JACKSON ATLANTA INTL



# ATLANTA, GA

19 JAN 24

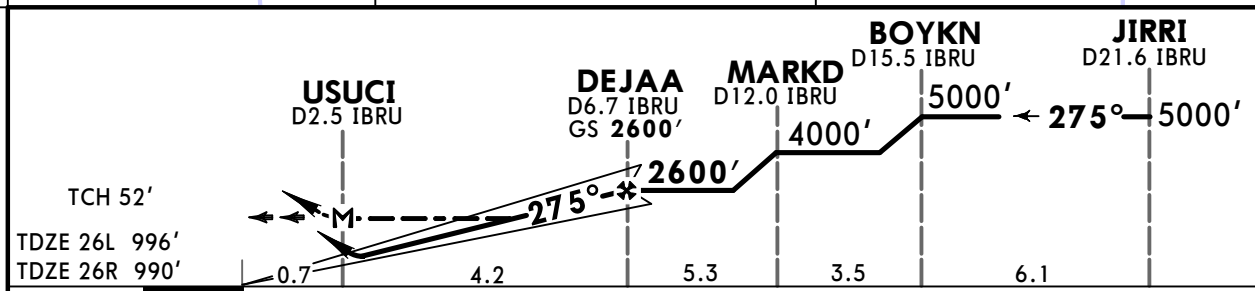
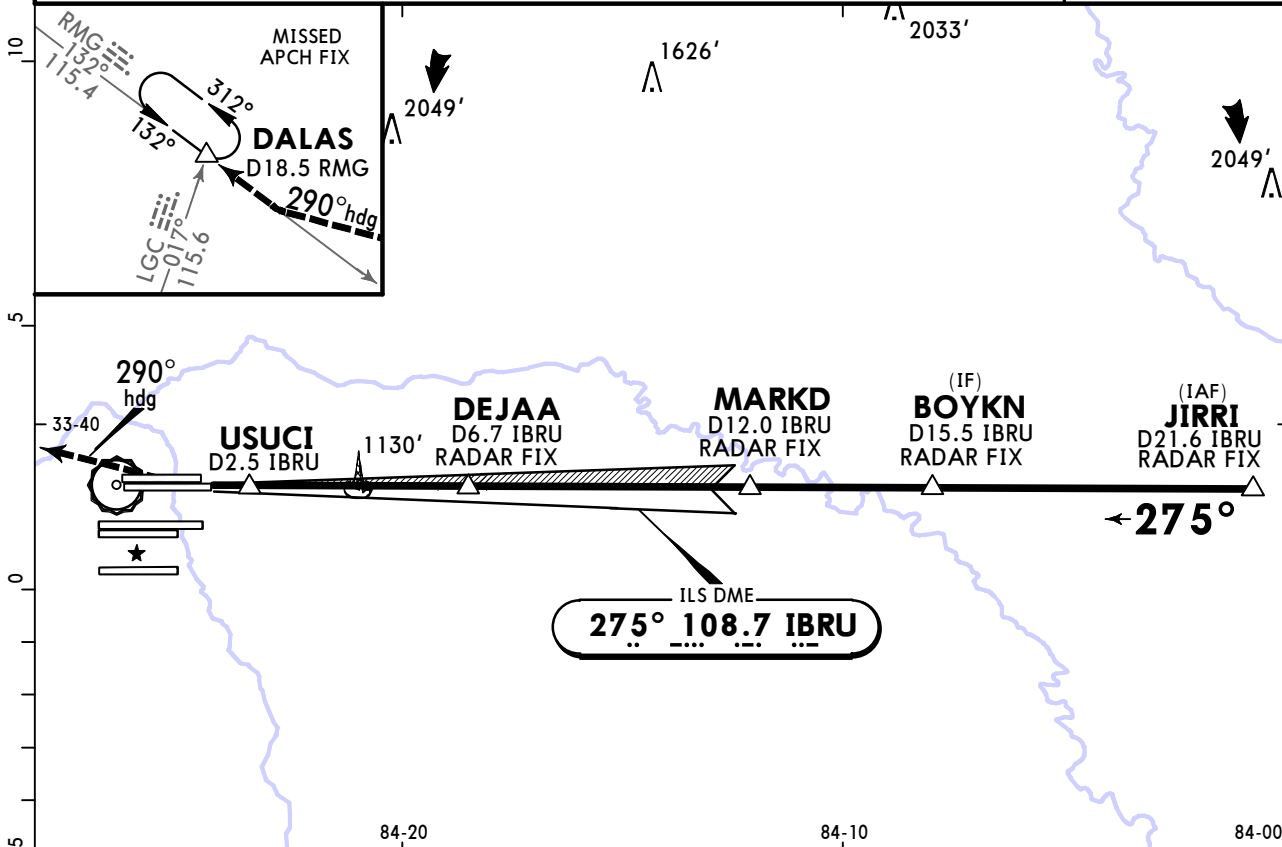
Eff 25 Jan

11-11

# ILS or LOC Rwy 26L

BRIEFING STRIP™

D-ATIS Arrival	ATLANTA Approach (R)	ATLANTA Tower					Ground			
119.65	127.9	Rwys 8R/26L 125.325	Rwys 8L/26R 119.1	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 IBRU <b>108.7</b>	Final Apch Crs <b>275°</b>	DEJAA <b>2600'</b> (1604')		ILS DA(H) <b>1280'</b> (284')		Apt Elev 1026'		TDZE 26L 996'		
<b>MISSED APCH:</b> Climb to 1500' then climbing RIGHT turn to 4000' on heading 290° and inbound on RMG VOR R-132 to DALAS INT/D18.5 RMG and hold.								<p>3100</p> <p>MSA ARP</p>		
Alt Set: INCHES			Trans level: FL 180			Trans alt: 18000'				
1. RADAR required. 2. Simultaneous approach authorized. 3. VGSI and ILS glidepath not coincident (VGSI angle 3.00°/ TCH 63'). 3. MALSR, PAPI-L on Rwy 26R.										



Gnd speed-Kts	70	90	100	120	140	160	MALSR	1500'	4000'	290°	RMG
GS	3.00°	372	478	531	637	743	PAPI	↑	RT	on hdg	DALAS
MAP at USUCI or DEJAA to MAP	4.2	3:36	2:48	2:31	2:06	1:48	1:35				R-132

<b>TERPS</b>		STRAIGHT-IN LANDING RWY26L		SIDESTEP LANDING RWY 26R	
ILS		LOC (GS out)		SIDESTEP LANDING RWY 26R	
DA(H) <b>1280'</b> (284')		MDA(H) <b>1380'</b> (384')		MDA(H) <b>1380'</b> (390')	
RAIL/ALS out		RAIL/ALS out		RAIL/ALS out	
A		RVR 24 or 1/2	RVR 50 or 1	RVR 55 or 1	
B	RVR 24 or 1/2	RVR 45 or 7/8		RVR 55 or 1	1 1/2
C		RVR 35 or 5/8	1 1/4	1 1/2	2
D					

TERPS AMEND 22 22 APR 2021

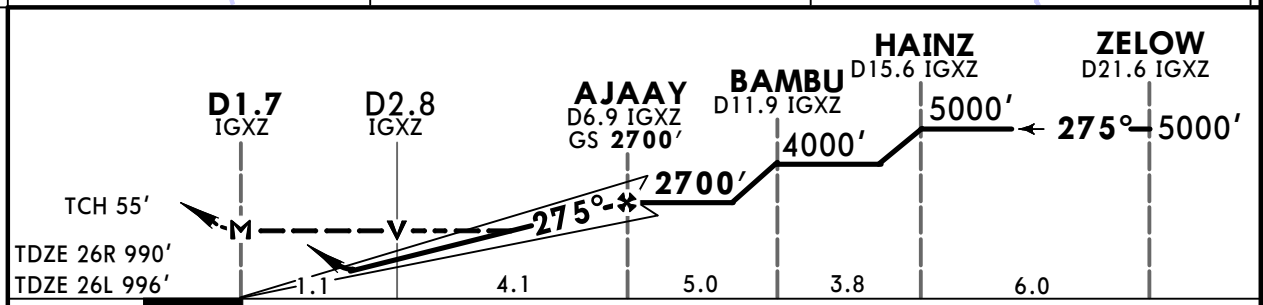
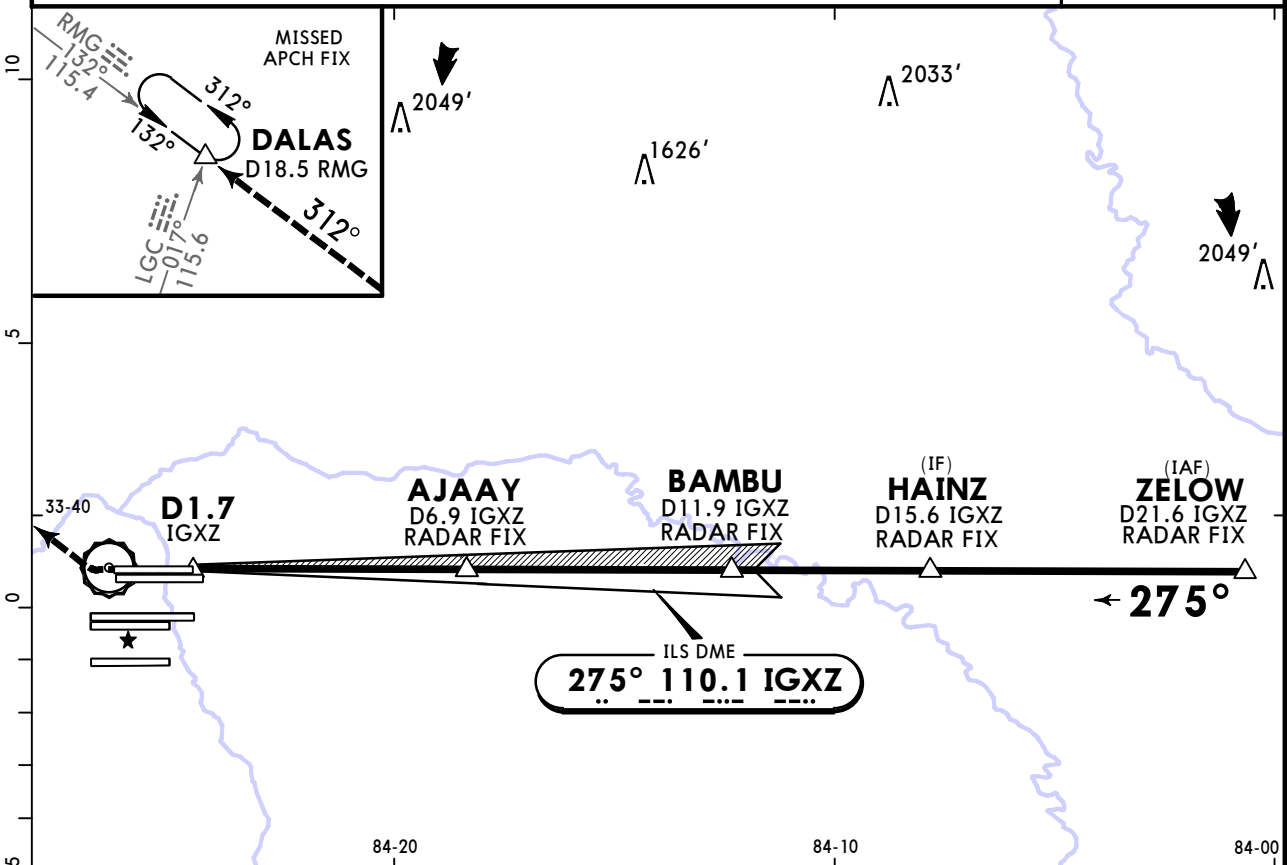
# KATL/ATL HARTSFIELD- JACKSON ATLANTA INTL



# ATLANTA, GA

16 APR 21 **11-13** Eff 22 Apr ILS or LOC Rwy 26R

BRIEFING STRIP™	D-ATIS Arrival	ATLANTA Approach (R)	ATLANTA Tower				Ground Rwy					
	119.65	127.9	Rwys 8L/26R 119.1	Rwys 8R/26L 125.325	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 <b>110.1</b>	Final Apch Crs <b>275°</b>	AJAAY <b>2700'</b> (1710')		ILS DA(H) <b>1190'</b> (200')		Apt Elev 1026' TDZE 26R 990'		<div style="border: 1px solid black; border-radius: 50%; width: 100px; height: 100px; margin: 0 auto;"></div> <p>3100</p> <p>MSA ARP</p>			
	MISSED APCH: Climb to 1800' then climbing RIGHT turn to 4000' inbound on RMG VOR R-132 to DALAS INT/D18.5 RMG and hold.											
	Alt Set: INCHES			Trans level: FL 180			Trans alt: 18000'					
1. RADAR required. 2. Simultaneous approach authorized. 3. VGSI angle and ILS glidepath not coincident (VGSI angle 3.00°/TCH 69'). 4. MALSR, PAPI-L on Rwy 26L.												



Gnd speed-Kts	70	90	100	120	140	160	MALSR	1800'	4000'	RMG on 115.4	DALAS R-132
GS	372	478	531	637	743	849					
MAP at D1.7 IGXZ or AJAAY to MAP	5.2	4:27	3:28	3:07	2:36	2:14	1:57	PAPI	↑	↻ RT	

TERPS AMEND 8 22 APR 2021	STRAIGHT-IN LANDING RWY26R						SIDESTEP LANDING RWY 26L	
	ILS DA(H) <b>1190'</b> (200')			LOC (GS out) MDA(H) <b>1420'</b> (430')			MDA(H) <b>1420'</b> (424')	
	FULL	TDZ/CL out	RAIL/ALS out		RAIL/ALS out		RAIL/ALS out	
	A			RVR 24 or 1/2	RVR 50 or 1	RVR 55 or 1	1 1/4	
	B							
C	RVR 18 or 1/2	RVR 24 or 1/2	RVR 40 or 3/4		RVR 60 or 1 1/4	1 1/4	1 3/4	
D						1 3/4	2 1/4	

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

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



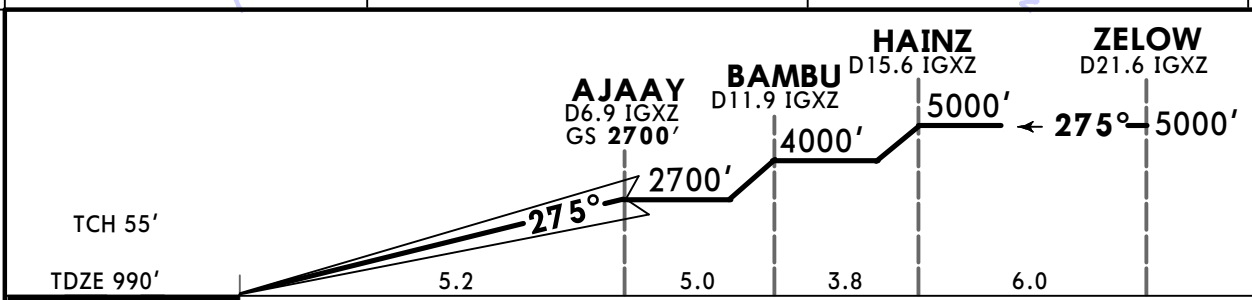
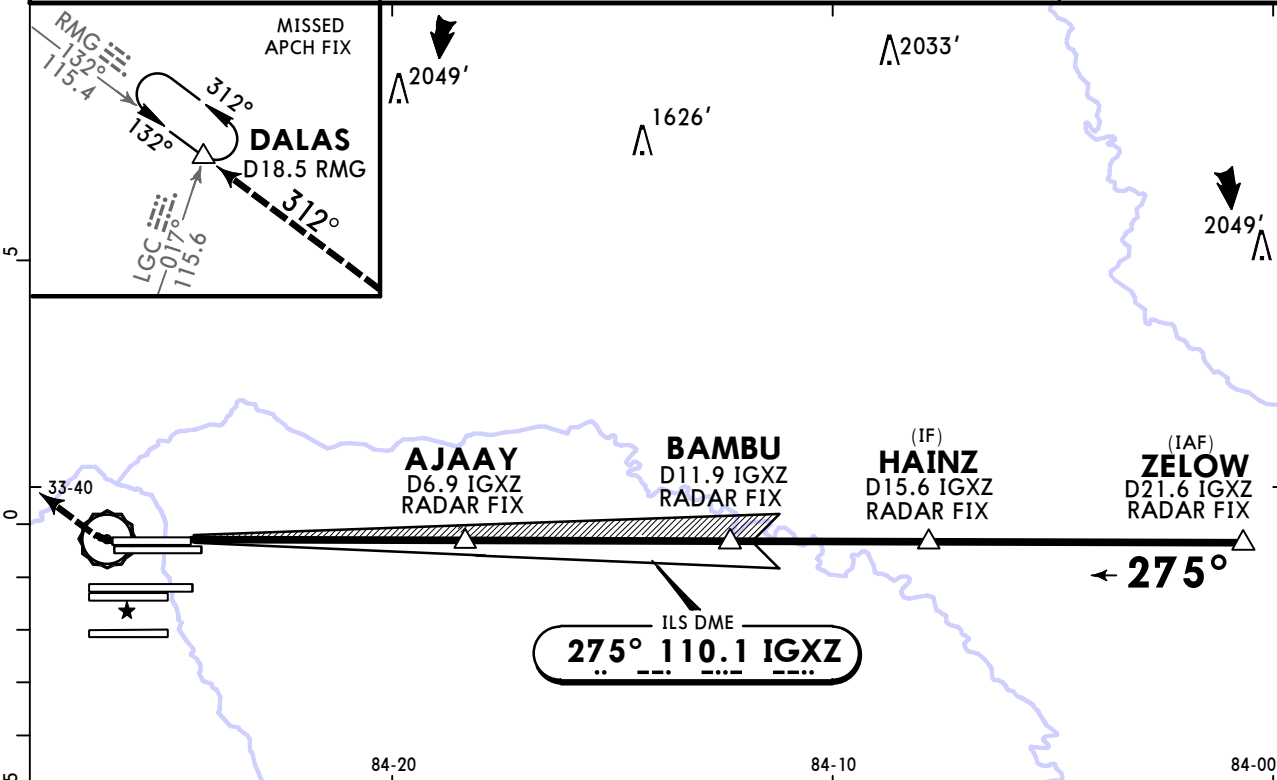
**ATLANTA, GA**

18 FEB 22

(11-13A)

**ILS Rwy 26R SA CAT I**

D-ATIS Arrival	ATLANTA Approach (R)	ATLANTA Tower				Ground Rwy			
119.65	127.9	Rwys 8L/26R 119.1	Rwys 8R/26L 125.325	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 <b>110.1</b>	Final Apch Crs <b>275°</b>	<b>AJAAY</b> 2700' (1710')		<b>SA CAT I ILS RA 170'</b> DA(H) 1140'(150')		Apt Elev 1026' TDZE 990'		<p>3100</p> <p>MSA ARP</p>	
<b>MISSED APCH:</b> Climb to 1800' then climbing RIGHT turn to 4000' inbound on RMG VOR R-132 to DALAS INT/D18.5 RMG and hold.									
Alt Set: INCHES		Trans level: FL 180			Trans alt: 18000'				
1. Special Aircrew and Aircraft Certification Required. 2. RADAR required. 3. Simultaneous approach authorized. 4. VGSI angle and ILS glidepath not coincident (VGSI angle 3.00°/TCH 69').									



Gnd speed-Kts	70	90	100	120	140	160	MALSR	1800'	4000'	RMG	DALAS
GS	3.00°	372	478	531	637	849	PAPI	↑	RT	on 115.4 R-132	

**TERPS** STRAIGHT-IN LANDING RWY26R  
**SA CAT I ILS RA 170'**  
 DA(H) 1140' (150')

RVR 14

**1** Requires specific OPSPEC, MSPEC, or LOA approval.

TERPS AMEND 8 22 APR 2021

# KATL/ATL HARTSFIELD- JACKSON ATLANTA INTL



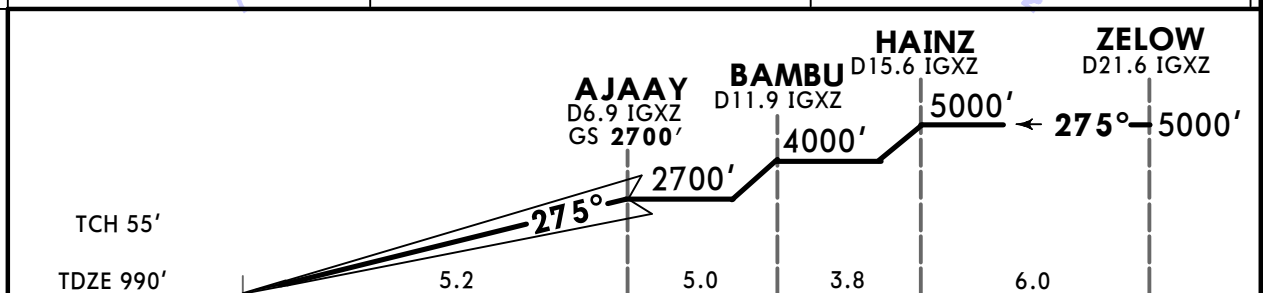
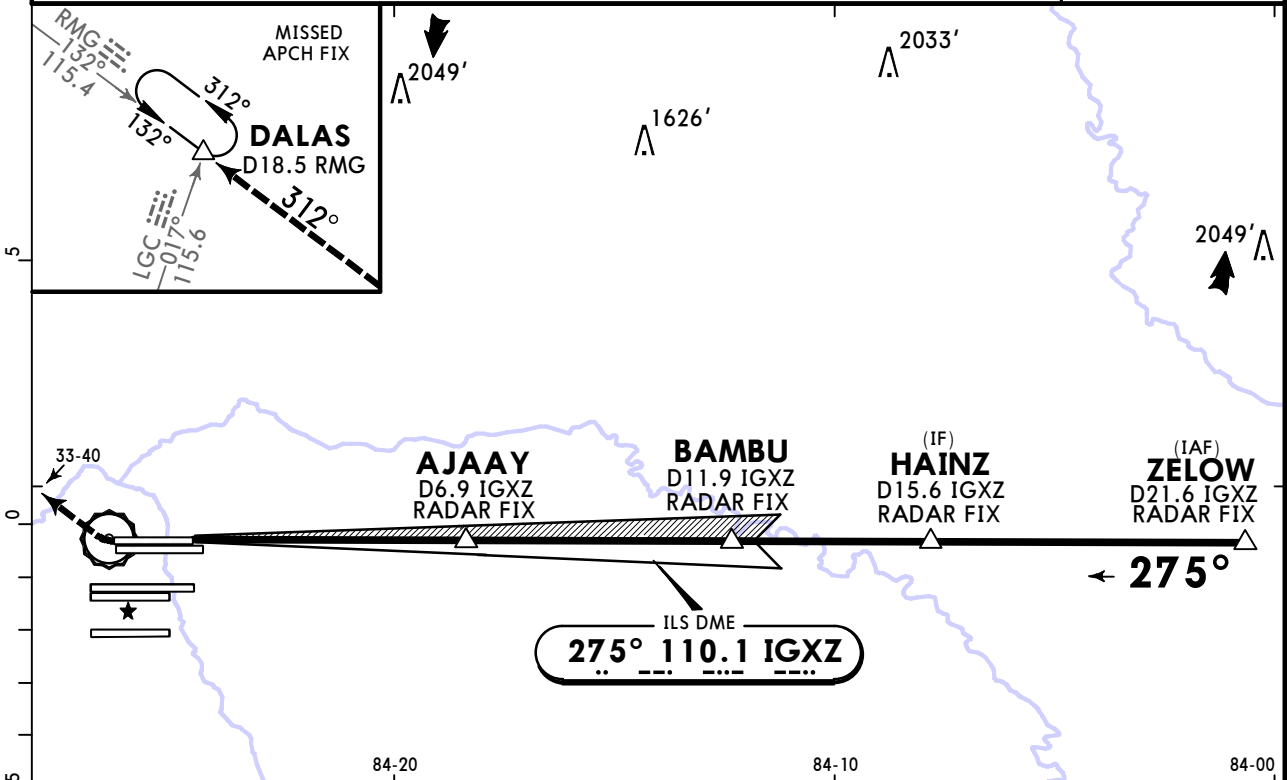
# ATLANTA, GA

18 FEB 22

(11-13B)

## ILS Rwy 26R SA CAT II

BRIEFING STRIP™	D-ATIS Arrival	ATLANTA Approach (R)	ATLANTA Tower				Ground			
	119.65	127.9	Rwys 8L/26R 119.1	Rwys 8R/26L 125.325	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 <b>110.1</b>	Final Apch Crs <b>275°</b>	<b>AJAAY</b> <b>2700'</b> (1710')	SA CAT II ILS <b>RA 110'</b> DA(H) 1090'(100')		Apt Elev 1026' TDZE 990'		<p>3100</p> <p>MSA ARP</p>			
MISSED APCH: Climb to 1800' then climbing RIGHT turn to 4000' inbound on RMG VOR R-132 to DALAS INT/D18.5 RMG and hold.										
Alt Set: INCHES		Trans level: FL 180			Trans alt: 18000'					
1. Special Aircrew and Aircraft Certification Required. 2. RADAR required. 3. Simultaneous approach authorized. 4. VGSI angle and ILS glidepath not coincident (VGSI angle 3.00°/TCH 69').										



Gnd speed-Kts	70	90	100	120	140	160	MALSR PAPI	1800'	4000'	RMG	DALAS
GS	3.00°	372	478	531	637	849		↑	↻ RT	on 115.4 R-132	

**TERPS** STRAIGHT-IN LANDING RWY26R

**SA CAT II ILS**  
**RA 110'**  
DA(H) 1090'(100')

RVR 12

**1** Requires specific OPSPEC, MSPEC, or LOA approval.

TERPS AMEND 8 22 APR 2021

# KATL/ATL HARTSFIELD- JACKSON ATLANTA INTL



# ATLANTA, GA

16 APR 21

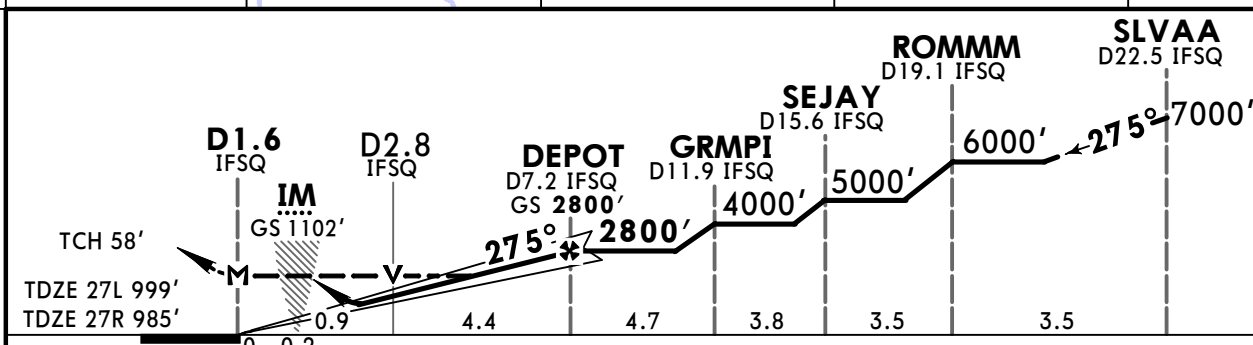
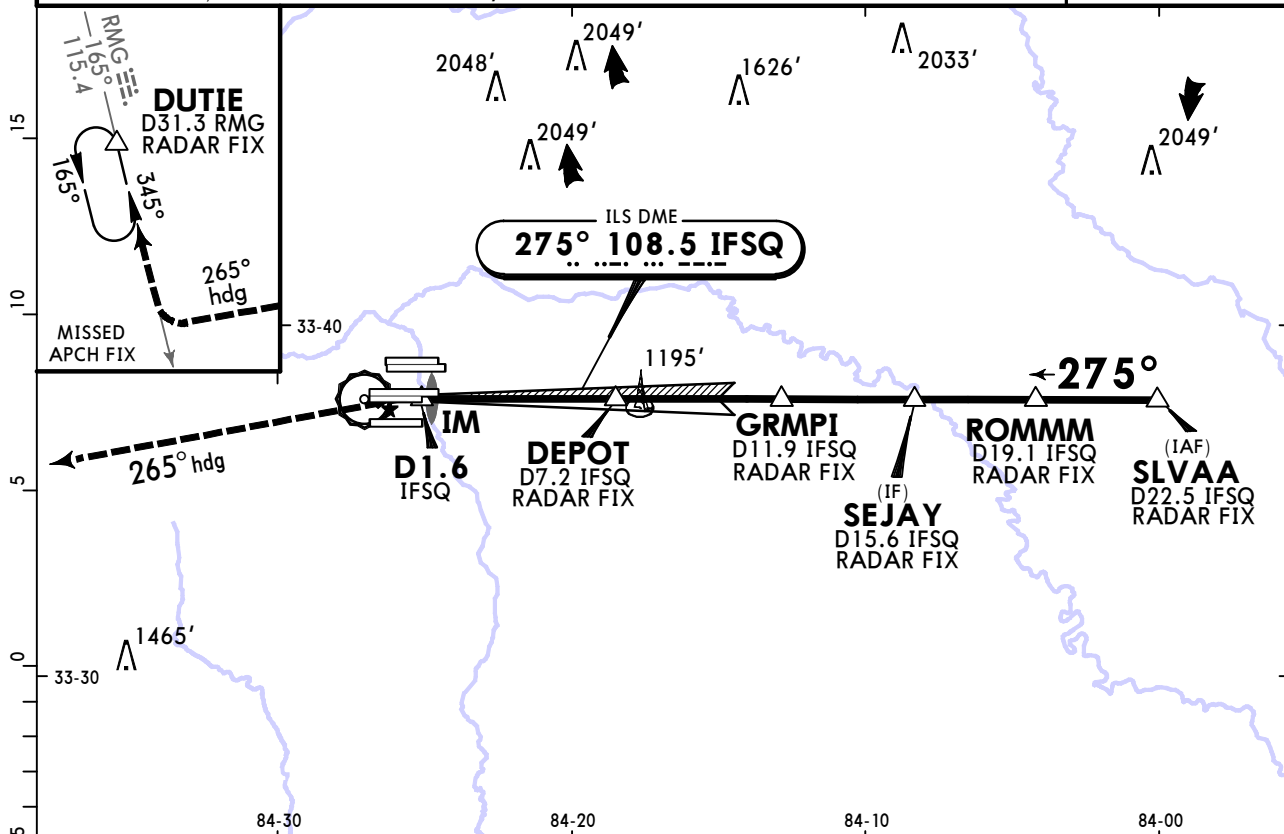
**11-15**

**Eff 22 Apr**

## ILS or LOC Rwy 27L

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	Rwys 9L/R, 27L/R	Ground Rwys 8L/R, 26L/R	Rwys 10/28
119.65	127.9	119.3	119.1	125.32	123.85	119.5	121.75	121.9	121.65
LOC IFSQ <b>108.5</b>	Final Apch Crs <b>275°</b>	DEPOT <b>2800'</b> (1801')		ILS DA(H) <b>1199'</b> (200')	Apt Elev 1026' TDZE 27L 999'		<div style="border: 1px solid black; border-radius: 50%; width: 100px; height: 100px; margin: 0 auto; display: flex; align-items: center; justify-content: center;">3100</div> <p>MSA ARP</p>		
<b>MISSED APCH:</b> Climb to 1500' then climbing LEFT turn to 4000' on heading 265° and inbound on RMG VOR R-165 to DUTIE/D31.3 RMG/RADAR and hold.									
Alt Set: INCHES      Trans level: FL 180      Trans alt: 18000'									
1. DME or RADAR required. 2. RADAR required for procedure entry. 3. Simultaneous approach authorized. 3. VGSI and ILS glidepath not coincident (VGSI angle 3.00°/TCH 79'). 4. MALS, PAPI-R on Rwy 27R.									



Gnd speed-Kts	70	90	100	120	140	160	ALSIF-II	1500'	4000'	265°	RMG
GS	372	478	531	637	743	849	PAPI	↑	LT	and	DUTIE
MAP at D1.6 IFSQ or DEPOT to MAP	5.5	4:43	3:40	3:18	2:45	2:21				hdg	R-165

TERPS AMEND 19 22 APR 2021	<b>TERPS</b>				STRAIGHT-IN LANDING RWY 27L		SIDESTEP LANDING RWY 27R	
	ILS			LOC (GS out)				
	DA(H) <b>1199'</b> (200')			MDA(H) <b>1420'</b> (421')			MDA(H) <b>1420'</b> (435')	
	FULL		TDZ/CL out	ALS out			ALS out	ALS out
	A	RVR 18	RVR 24	RVR 40	RVR 24 or 1/2	RVR 50 or 1	1 5/8	
B	RVR 18 or 1/2	RVR 24 or 1/2	RVR 40 or 3/4	RVR 40 or 3/4	1 1/4	2 1/4		
C							2 3/4	
D							2 3/4	

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

CHANGES: Procedure.

# KATL/ATL HARTSFIELD- JACKSON ATLANTA INTL



# ATLANTA, GA

16 APR 21

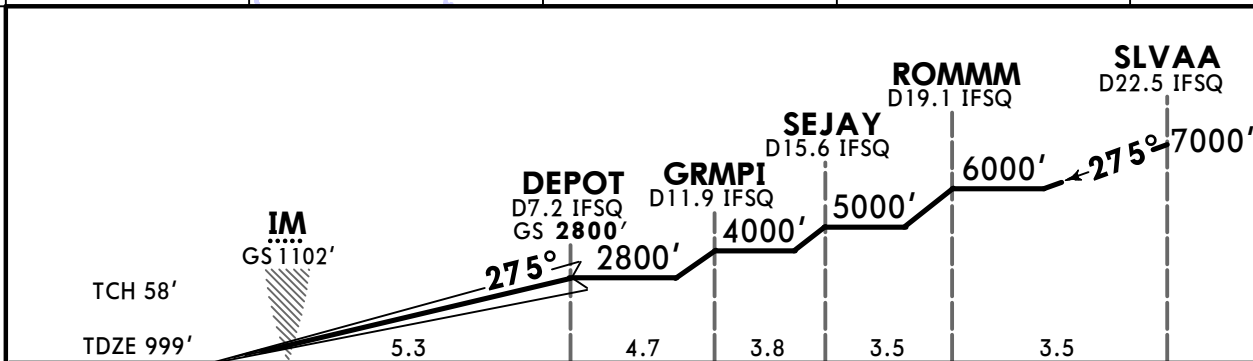
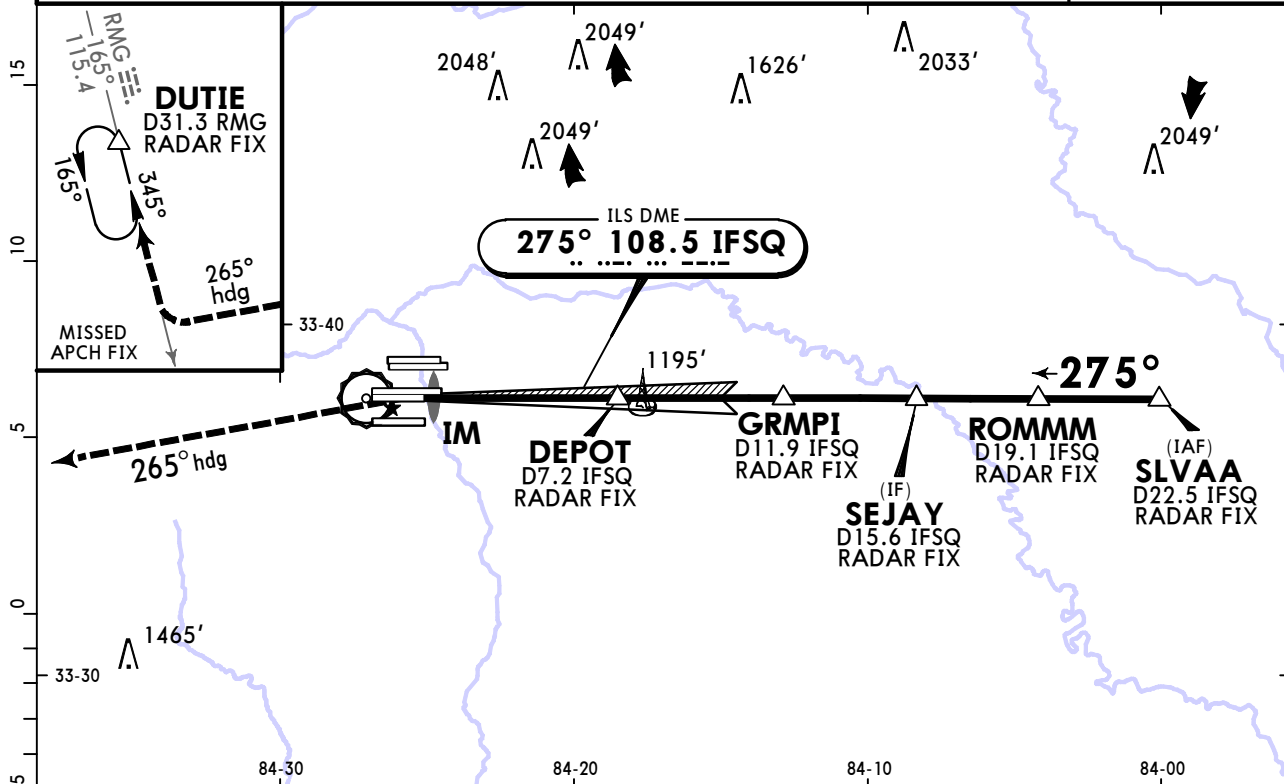
**11-15A**

**Eff 22 Apr**

## ILS Rwy 27L CAT II

BRIEFING STRIP™

D-ATIS Arrival	ATLANTA Approach (R)	ATLANTA Tower					Ground		
119.65	127.9	Rwys 9R/27L 119.3	Rwys 8L/26R 119.1	Rwys 8R/26L 125.32	Rwys 9L/27R 123.85	Rwys 10/28 119.5	Rwys 9L/R, 27L/R 121.75	Rwys 8L/R, 26L/R 121.9	Rwys 10/28 121.65
LOC IFSQ <b>108.5</b>	Final Apch Crs <b>275°</b>	DEPOT <b>2800'</b> (1801')	CAT II <b>RA 127'</b> DA(H) 1099'(100')		Apt Elev 1026'				
<b>MISSED APCH: Climb to 1500' then climbing LEFT turn to 4000' on heading 265° and inbound on RMG VOR R-165 to DUTIE/D31.3 RMG/RADAR and hold.</b>									
Alt Set: INCHES		Trans level: FL 180			Trans alt: 18000'				
1. Special Aircrew and Aircraft Certification Required. 2. DME or RADAR required. 3. RADAR required for procedure entry. 4. Simultaneous approach authorized. 5. VGSI and ILS glidepath not coincident (VGSI angle 3.00°/TCH 79').									



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II PAPI	1500'	4000'	265°	RMG	DUTIE
GS	372	478	531	637	743	849		↑	LT	on hdg	115.4 R-165	

**TERPS** STRAIGHT-IN LANDING RWY 27L

**CAT II ILS**  
**RA 127'**  
DA(H) **1099'** (100')

RVR 12

TERPS AMEND 19 22 APR 2021

# KATL/ATL HARTSFIELD- JACKSON ATLANTA INTL



# ATLANTA, GA

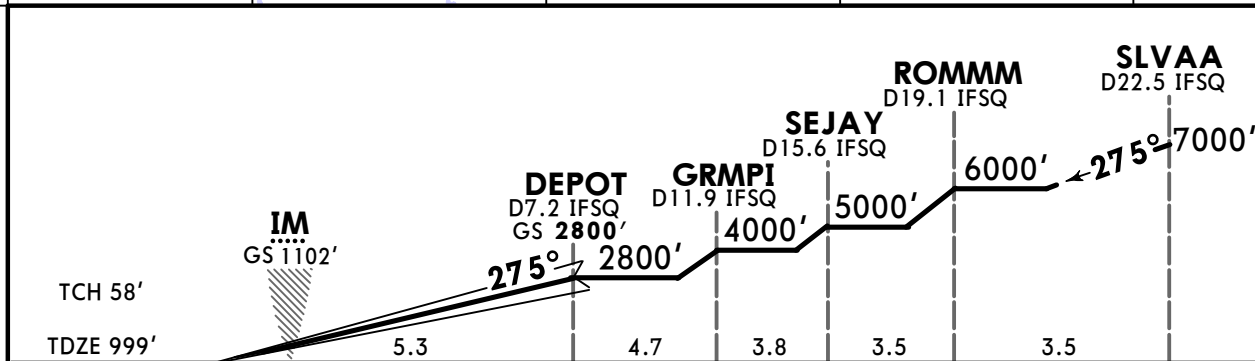
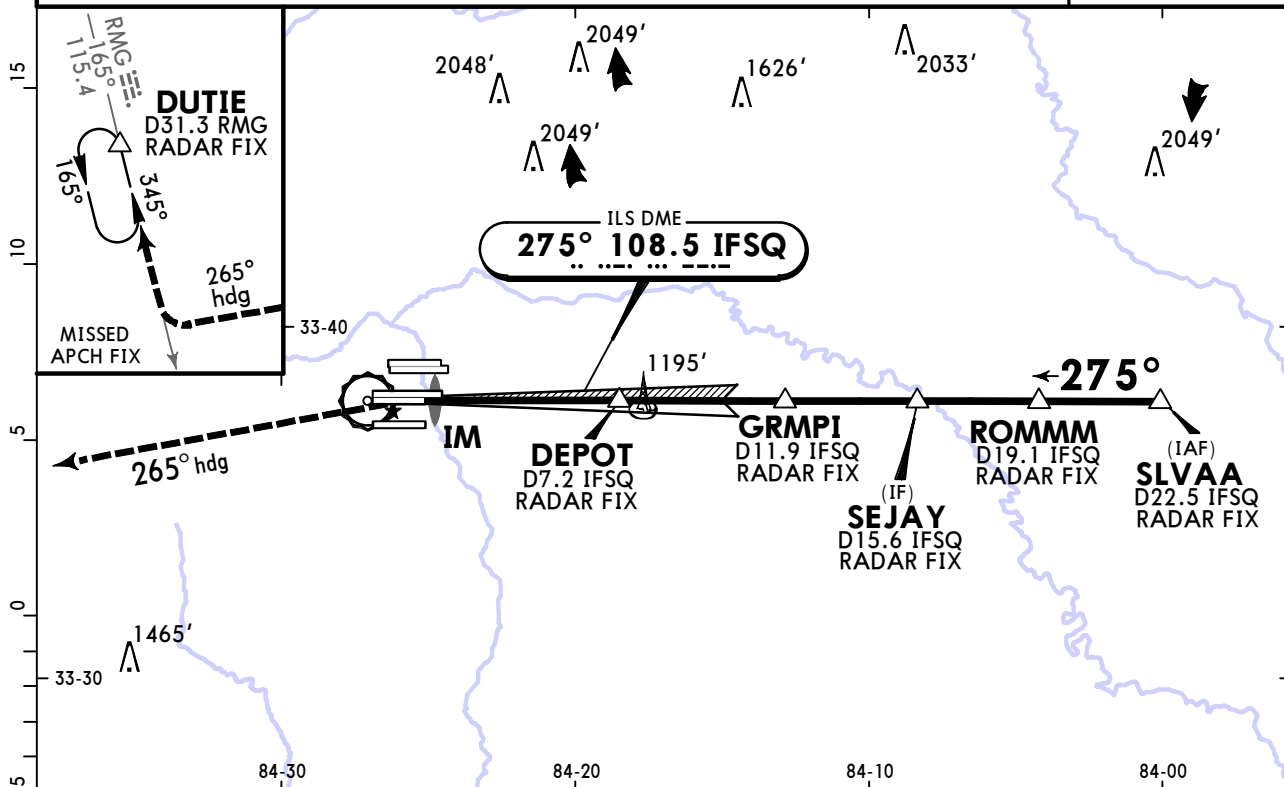
16 APR 21

11-15B

Eff 22 Apr

# ILS Rwy 27L SA CAT I

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	Final Apch Crs	DEPOT	SA CAT I ILS RA 214'		Apt Elev 1026'		MSA ARP			
108.5	275°	2800' (1801')	DA(H) 1149' (150')		TDZE 999'					
<p>MISSED APCH: Climb to 1500' then climbing LEFT turn to 4000' on heading 265° and inbound on RMG VOR R-165 to DUTIE/D31.3 RMG/RADAR and hold.</p>										
Alt Set: INCHES			Trans level: FL 180			Trans alt: 18000'				
<p>1. Special Aircrew and Aircraft Certification Required. 2. DME or RADAR required. 3. RADAR required for procedure entry. 4. Simultaneous approach authorized. 5. VGSI and ILS glidepath not coincident (VGSI angle 3.00°/TCH 79').</p>										



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II	1500'	4000'	265°	RMG	DUTIE
GS	372	478	531	637	743	849	PAPI	↑	LT	on hdg and	R-165	

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

RVR 14

Requires specific OPSPEC, MSPEC, or LOA approval.

TERPS AMEND 19 22 APR 2021

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

**JEPPESSEN**  
 16 APR 21 **11-16** Eff 22 Apr

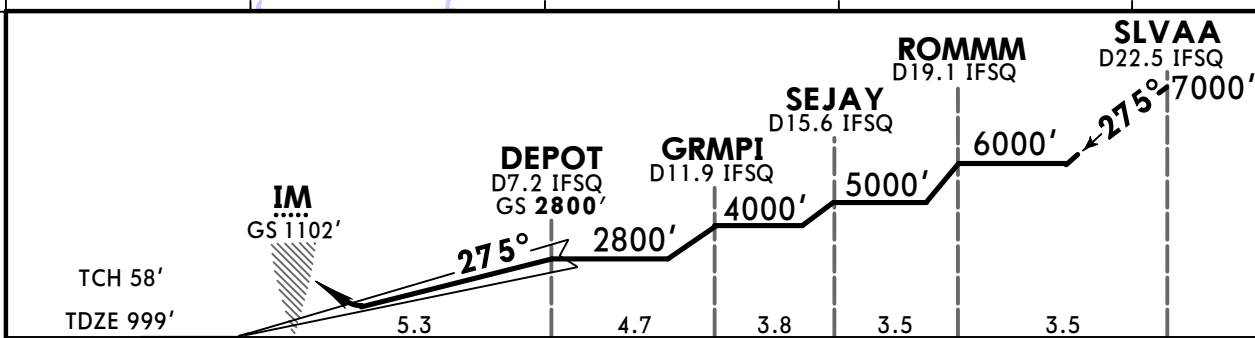
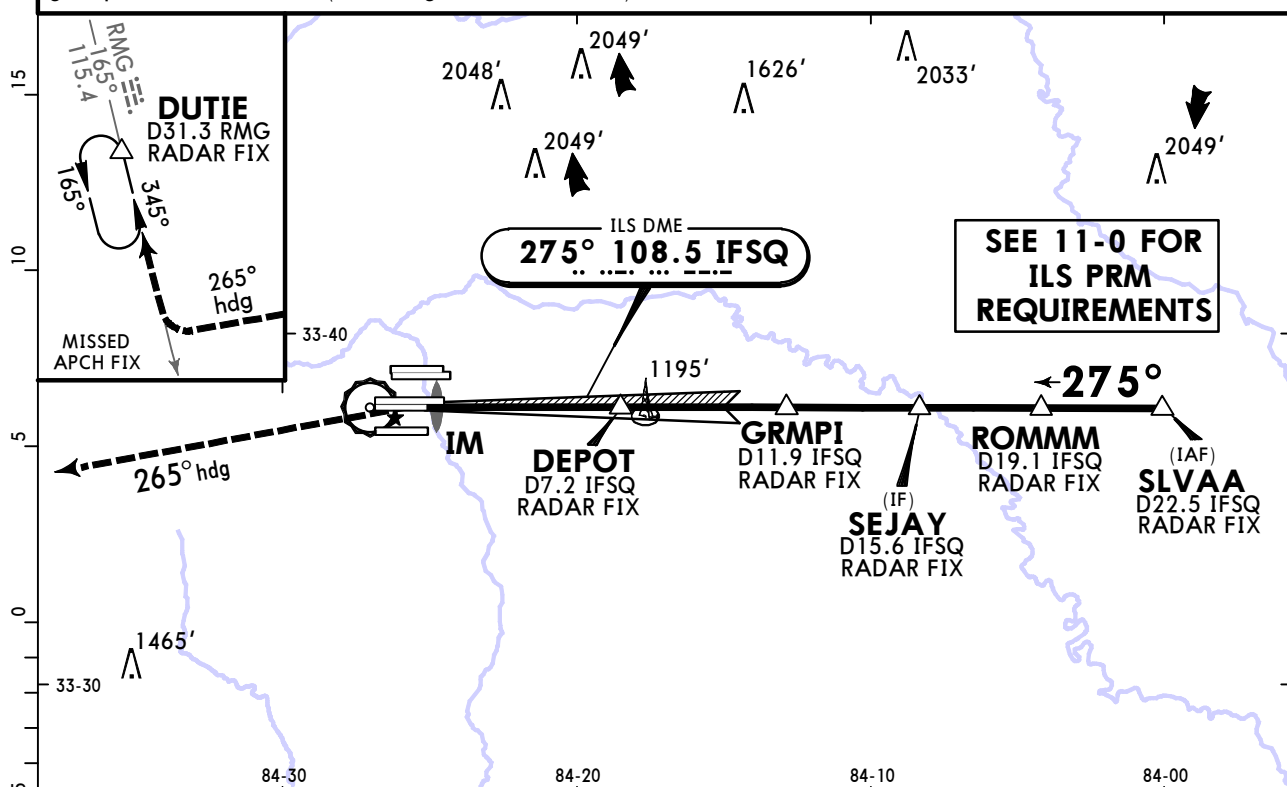
**ATLANTA, GA**  
**ILS PRM Rwy 27L**  
 (CLOSE PARALLEL)

BRIEFING STRIP™

D-ATIS Arrival	ATLANTA Approach (R)	Rwys 9R/27L	Rwys 8L/26R	ATLANTA Tower	Rwys 9L/27R	Rwys 10/28	Ground		
119.65	127.9	119.3	119.1	125.32	123.85	119.5	Rwys 9L/R, 27L/R	Rwys 8L/R, 26L/R	Rwys 10/28
Monitor Frequency						132.55	121.75	121.9	121.65
LOC IFSQ	Final Apch Crs	DEPOT	ILS DA(H)	Apt Elev 1026'		3100 MSA ARP			
108.5	275°	2800' (1801')	1199' (200')	TDZE 999'					
<b>MISSED APCH:</b> Climb to 1500' then climbing LEFT turn to 4000' on heading 265° and inbound on RMG VOR R-165 to DUTIE/D31.3 RMG/RADAR and hold.									

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

1. DME or RADAR required.
2. RADAR required for procedure entry.
3. Simultaneous approach authorized.
4. Use of Flight Director or Autopilot required during simultaneous operations.
5. Dual VHF comm required.
6. See 11-0 for "Attention All Users of ILS Precision Runway Monitor (PRM)".
7. VGSI and ILS glidepath not coincident (VGSI angle 3.00°/TCH 79').



Gnd speed-Kts	70	90	100	120	140	160	ALS F-II	1500'	4000'	265° on hdg	RMG R-165	DUTIE
GS	372	478	531	637	743	849	PAPI	↑	LT	and	115.4	

TERPS AMEND 4 22 APR 2021

<b>TERPS</b>			STRAIGHT-IN LANDING RWY 27L			
FULL			ILS DA(H) 1199' (200')			
FULL		TDZ/CL out		ALS out		
A						
B						
C	RVR 18 or 1/2		1 RVR 24 or 1/2		RVR 40 or 3/4	
D	1 RVR 18 with Flight Director or Autopilot or HUD to DA.					

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



**ATLANTA, GA**

16 APR 21

Eff 22 Apr

11-16A

**ILS PRM Rwy 27L CAT II**

(CLOSE PARALLEL)

BRIEFING STRIP™

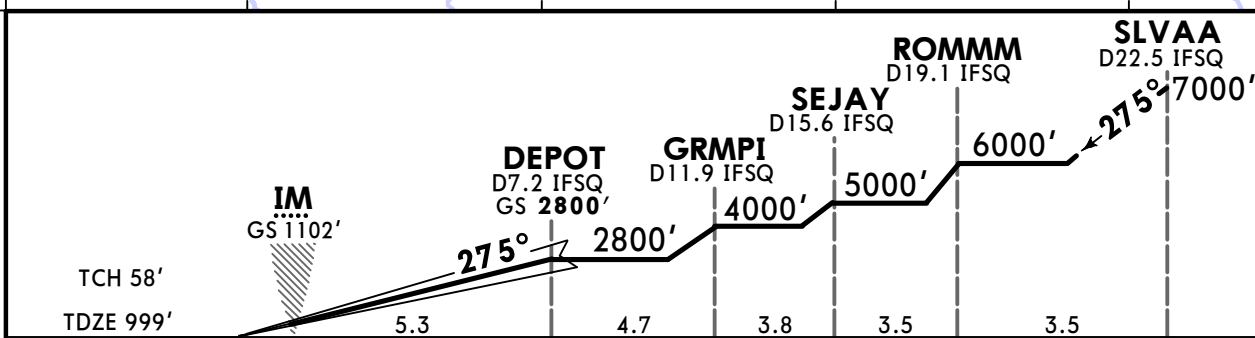
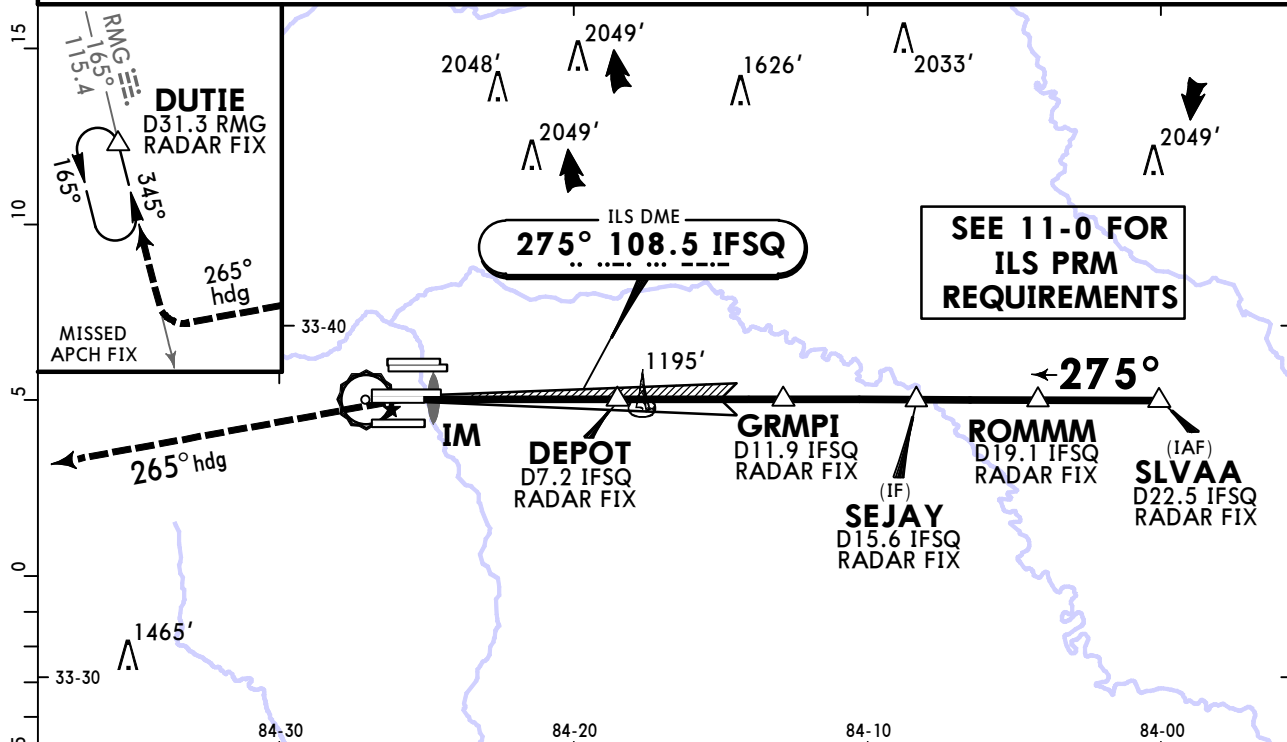
D-ATIS Arrival	ATLANTA Approach (R)	Rwys 9R/27L	Rwys 8L/26R	ATLANTA Tower	Rwys 9L/27R	Rwys 10/28	Ground		
119.65	127.9	119.3	119.1	125.32	123.85	119.5	Rwys 9L/R, 27L/R	Rwys 8L/R, 26L/R	Rwys 10/28
Monitor Frequency						132.55	121.75	121.9	121.65

LOC IFSQ <b>108.5</b>	Final Apch Crs <b>275°</b>	DEPOT <b>2800'</b> (1801')	CAT II <b>RA 127'</b> DA(H) 1099'(100')	Apt Elev 1026'	TDZE 999'	3100 MSA ARP
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**MISSED APCH:** Climb to 1500' then climbing LEFT turn to 4000' on heading 265° and inbound on RMG VOR R-165 to DUTIE/D31.3 RMG/RADAR and hold.

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

1. Special Aircrew and Aircraft Certification Required. 2. DME or RADAR required. 3. RADAR required for procedure entry. 4. Simultaneous approach authorized. 5. Use of Flight Director or Autopilot required during simultaneous operations. 6. Dual VHF comm required. 7. See 11-0 for "Attention All Users of ILS Precision Runway Monitor (PRM)". 8. VGSI and ILS glidepath not coincident (VGSI angle 3.00°/TCH 79').



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II	1500'	4000'	265°	RMG	DUTIE
GS	372	478	531	637	743	849	PAPI	↑	LT	on hdg and	R-165	

**TERPS** STRAIGHT-IN LANDING RWY 27L  
 CAT II ILS  
**RA 127'**  
 DA(H) **1099'** (100')

RVR 12

TERPS AMEND 4 22 APR 2021

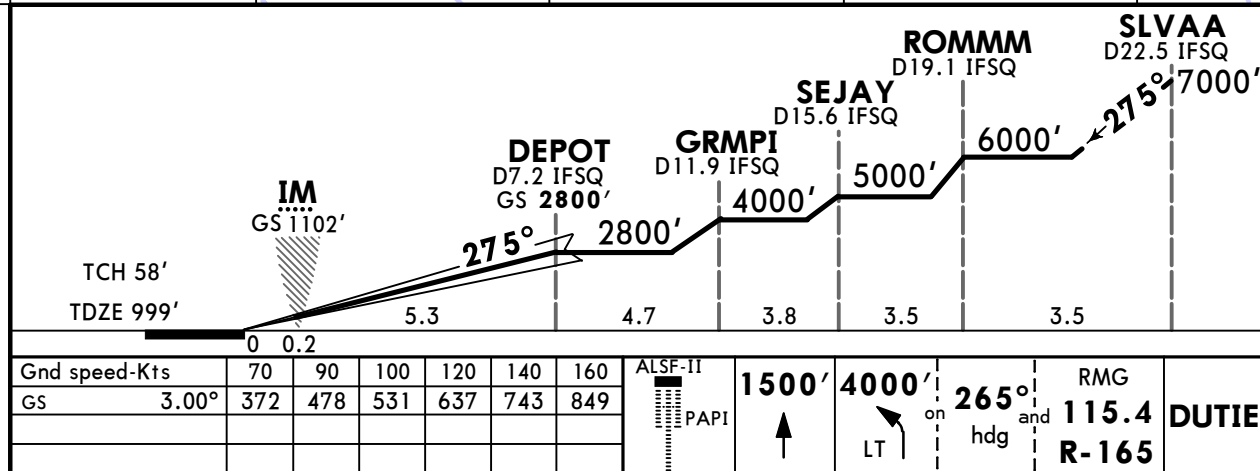
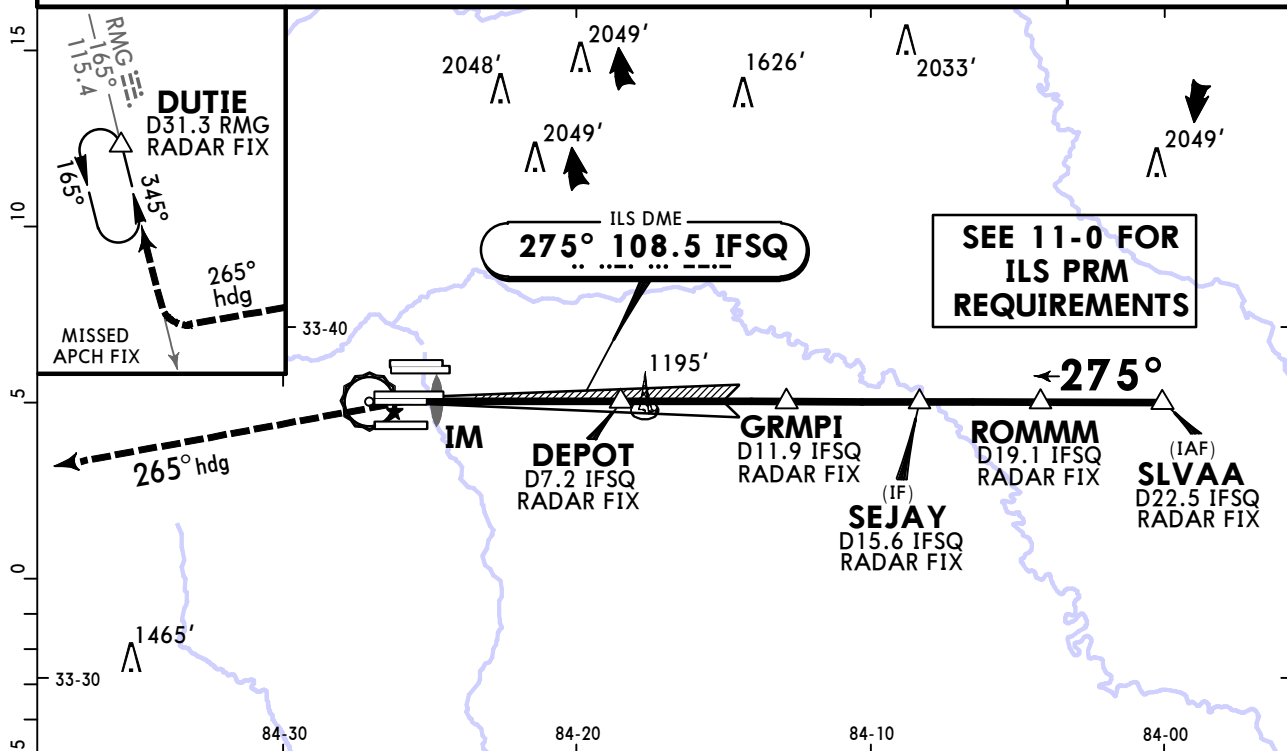
# KATL/ATL HARTSFIELD- JACKSON ATLANTA INTL

**JEPPESEN**

**ATLANTA, GA**  
ILS PRM Rwy 27L SA CAT I  
(CLOSE PARALLEL)

16 APR 21  
Eff 22 Apr (11-16B)

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			
	119.65	127.9	119.3	119.1	125.32	123.85	119.5	Rwys 9L/R, 27L/R	Rwys 8L/R, 26L/R	Rwys 10/28	
	Monitor Frequency						132.55	121.75	121.9	121.65	
	LOC IFSQ <b>108.5</b>	Final Apch Crs <b>275°</b>	DEPOT <b>2800'</b> (1801')	SA CAT I ILS <b>RA 214'</b> DA(H) 1149'(150')		Apt Elev 1026'	TDZE 999'		 3100  MSA ARP		
<b>MISSED APCH:</b> Climb to 1500' then climbing LEFT turn to 4000' on heading 265° and inbound on RMG VOR R-165 to DUTIE/D31.3 RMG/RADAR and hold.											
Alt Set: INCHES			Trans level: FL 180			Trans alt: 18000'					
1. Special Aircrew and Aircraft Certification Required. 2. DME or RADAR required. 3. RADAR required for procedure entry. 4. Simultaneous approach authorized. 5. Use of Flight Director or Autopilot required during simultaneous operations. 6. Dual VHF comm required. 7. See 11-0 for "Attention All Users of ILS Precision Runway Monitor (PRM)". 8. VGSI and ILS glidepath not coincident (VGSI angle 3.00°/TCH 79').											



TERPS AMEND 4 22 APR 2021	Gnd speed-Kts	70	90	100	120	140	160	ALSF-II	1500'	4000'	265°	RMG	<b>DUTIE</b> R-165
	GS 3.00°	372	478	531	637	743	849	PAPI	↑	LT	and	115.4	
	<b>TERPS</b> STRAIGHT-IN LANDING RWY 27L												
	<b>SA CAT I ILS</b> <b>RA 214'</b> DA(H) <b>1149'</b> (150')												
RVR 14													
<b>Requires specific OPSPEC, MSPEC, or LOA approval.</b>													

# KATL/ATL

## HARTSFIELD- JACKSON ATLANTA INTL



# ATLANTA, GA

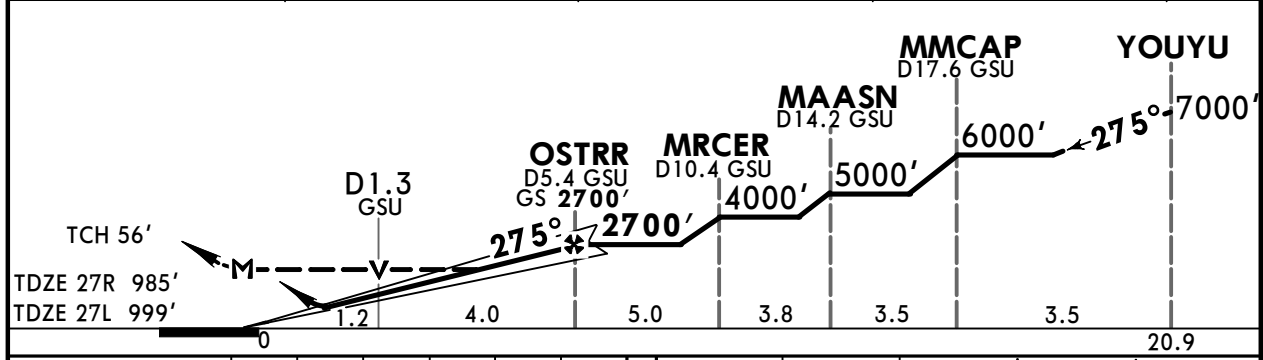
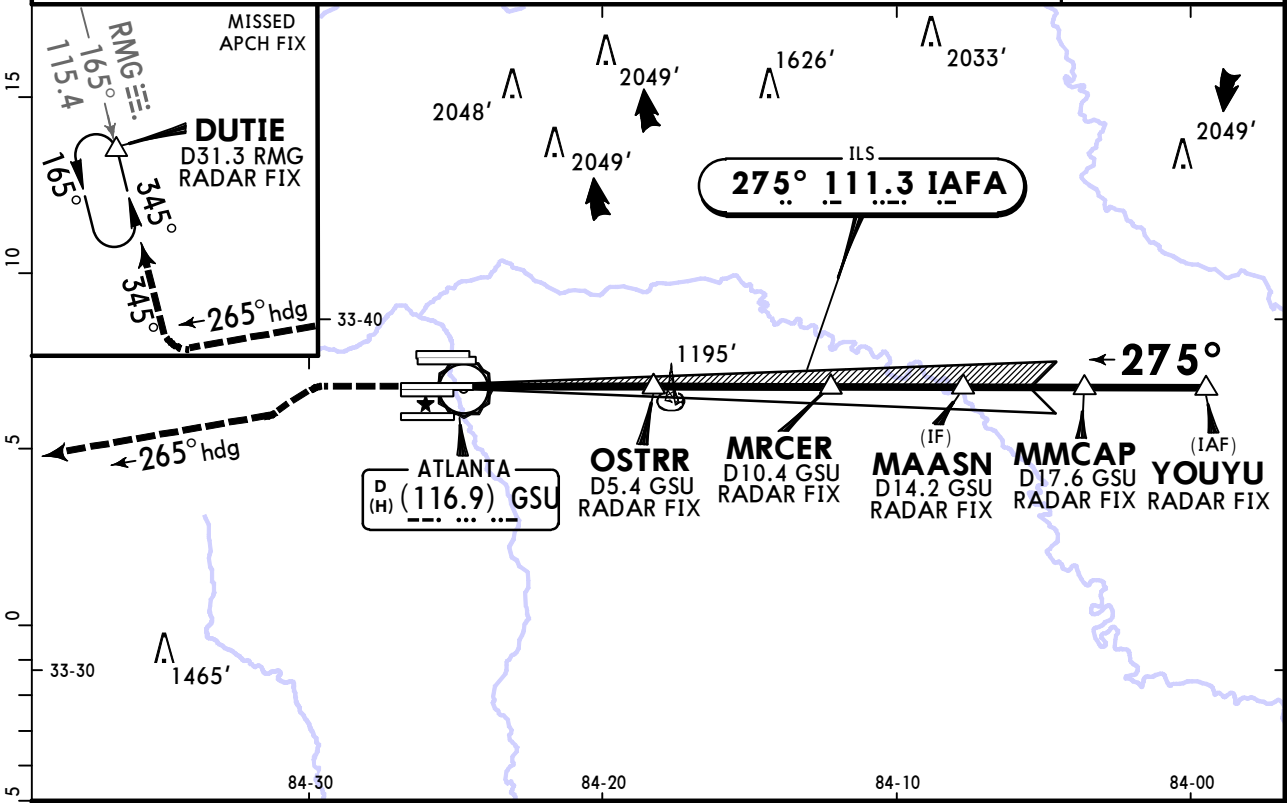
19 JAN 24

11-17

Eff 25 Jan

## ILS or LOC Rwy 27R

BRIEFING STRIP™	D-ATIS Arrival	ATLANTA Approach (R)	Rwys 9L/27R	Rwys 8L/26R	ATLANTA Tower	Rwys 8R/26L	Rwys 9R/27L	Rwys 10/28	Rwys 9L/R, 27L/R	Ground	Rwys 8L/R, 26L/R	Rwys 10/28
	119.65	127.9	123.85	119.1	125.325	119.3	119.5	121.75	121.9	121.65		
	LOC IAFA <b>111.3</b>	Final Apch Crs <b>275°</b>	OSTRR <b>2700'</b> (1715')		ILS DA(H) <b>1185'</b> (200')	Apt Elev 1026'	TDZE 27R 985'					
<p><b>MISSED APCH:</b> Climb to 1500' then climbing LEFT turn to 4000' on heading 265° and inbound on RMG VOR R-165 to DUTIE/D31.3 RMG/RADAR and hold.</p> <p>Alt Set: INCHES      Trans level: FL 180      Trans alt: 18000'</p> <p>1. DME and RADAR required. 2. DME from GSU DME. DME use requires simultaneous reception of IAFA and GSU DME. 3. Simultaneous approach authorized. 4. VGSI and ILS glidepath not coincident (VGSI angle 3.00°/TCH 72'). 5. ALSF-II, PAPI-R on Rwy 27L.</p>												



Gnd speed-Kts	70	90	100	120	140	160	MALS PAPI 1500' 4000' 265° on RMG ↑ LT hdg and 115.4 R-165
GS	3.00°	372	478	531	637	849	
OSTRR to MAP	5.2	4:27	3:28	3:07	2:36	2:14	1:57

TERPS AMEND 8 20 APR 2023	<b>TERPS</b> STRAIGHT-IN LANDING RWY 27R		SIDESTEP LANDING RWY 27L	
	ILS DA(H) <b>1185'</b> (200')		LOC (GS out) MDA(H) <b>1420'</b> (435')	
	ALS out		ALS out	
	A		RVR 40 or 3/4	RVR 50 or 1
	B			RVR 55 or 1
C	RVR 40 or 3/4		1 1/2	
D		RVR 50 or 1	RVR 60 or 1 1/4	
			1 1/2	2

# KATL/ATL

## HARTSFIELD-JACKSON ATLANTA INTL

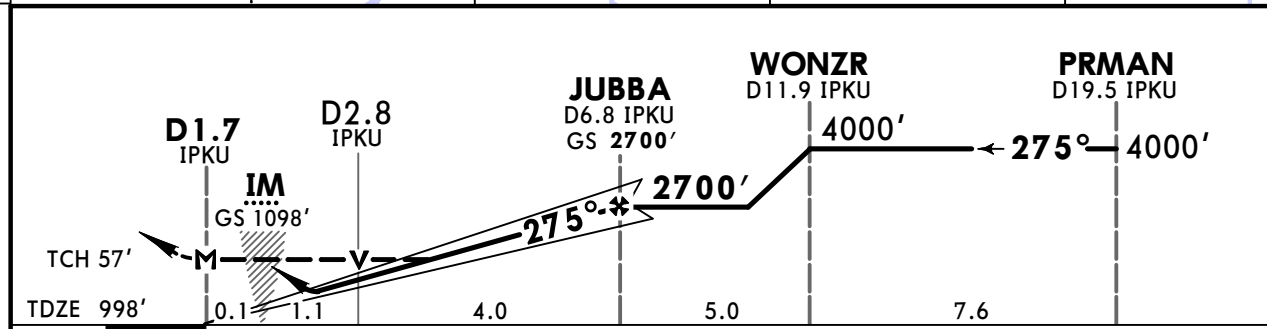
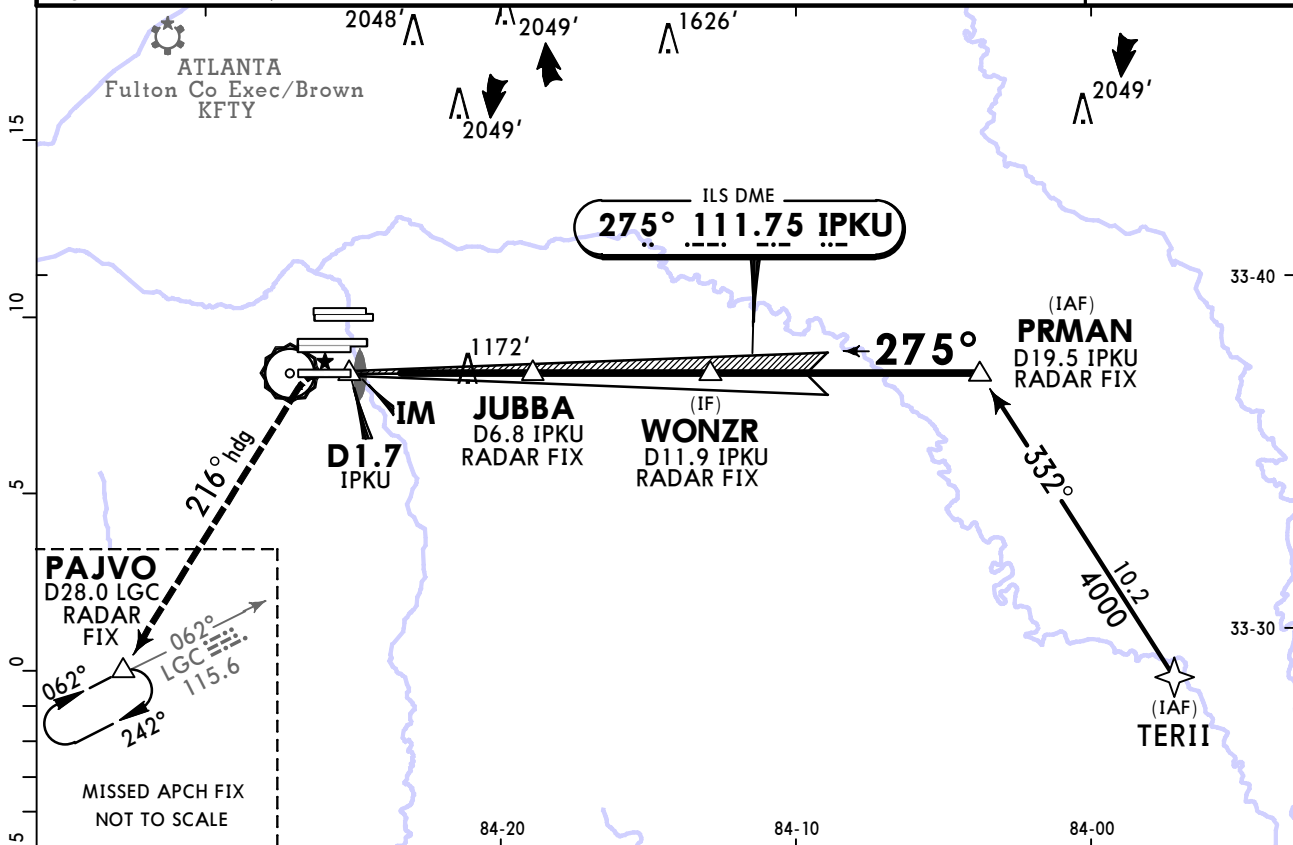


# ATLANTA, GA

1 OCT 21 **(11-19)** Eff 7 Oct

## ILS or LOC Rwy 28

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	125.325	123.85	119.3	121.65	121.9	121.75				
	LOC IPKU <b>111.75</b>	Final Apch Crs <b>275°</b>	<b>JUBBA</b> 2700' (1702')		ILS DA(H) <b>1198'</b> (200')	Apt Elev 1026' TDZE 998'		<div style="border: 1px solid black; border-radius: 50%; width: 100px; height: 100px; margin: 0 auto;"></div> <p>3100</p> <p>MSA ARP</p>						
	<b>MISSED APCH:</b> Climb to 1500' then climbing LEFT turn to 3000' on heading 216° and LGC VOR R-062 to PAJVO/D28.0 LGC/RADAR fix and hold.													
	Alt Set: INCHES			Trans level: FL 180			Trans alt: 18000'							
RNAV 1-GPS or RADAR required for procedure entry. From TERII: RNAV 1-GPS required. DME or RADAR required.														
1. Simultaneous approach authorized. 2. VGSI and ILS glidepath not coincident (VGSI angle 3.00°/TCH 72').														



Gnd speed-Kts	70	90	100	120	140	160	ALSIF-II PAPI	1500'	3000'	216°	LGC	PAJVO
GS	372	478	531	637	743	849		↑	←	on	and	
MAP at D1.7 IPKU or JUBBA to MAP	5.2	4:27	3:28	3:07	2:36	2:14	1:57			hdg	R-062	

TERPS AMEND 5 7 OCT 2021	<b>TERPS</b>				STRAIGHT-IN LANDING RWY 28			
	ILS DA(H) <b>1198'</b> (200')				LOC (GS out) MDA(H) <b>1440'</b> (442')			
	FULL		TDZ/CL out		ALS out		ALS out	
	A					RVR 24 or 1/2		RVR 50 or 1
	B	RVR 18 or 1/2	<b>1</b> RVR 24 or 1/2	RVR 40 or 3/4				
C					RVR 45 or 7/8		1 3/8	
D								

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



**ATLANTA, GA**

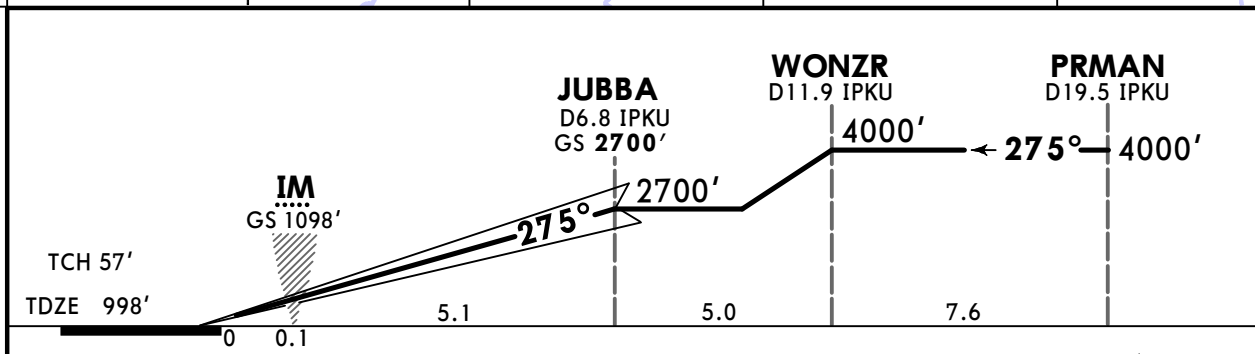
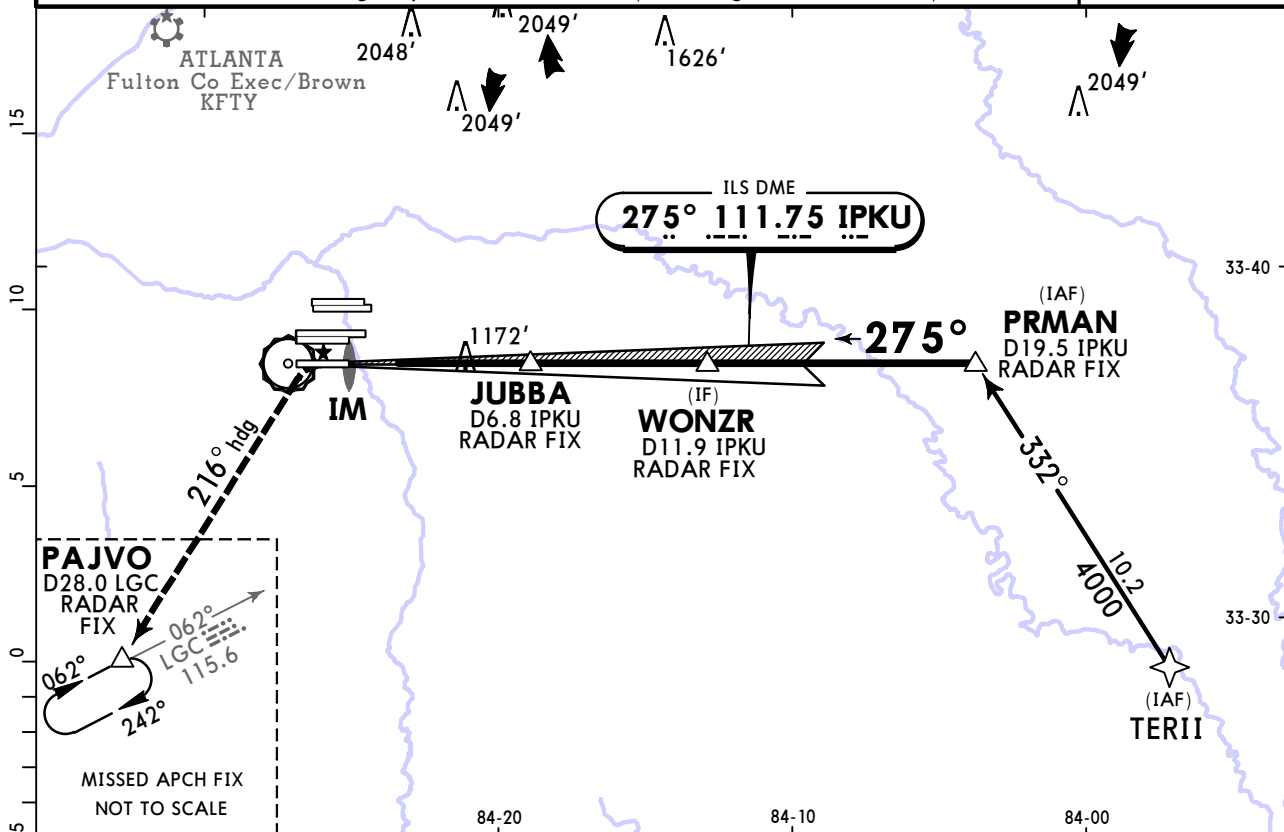
1 OCT 21

**11-19AA**

**Eff 7 Oct**

**ILS Rwy 28 CAT II**

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	125.325	123.85	119.3	121.65	121.9	121.75		
	LOC IPKU	Final Apch Crs	JUBBA		CAT II ILS RA 188'		Apt Elev 1026'		<div style="border: 1px solid black; border-radius: 50%; width: 100px; height: 100px; margin: 0 auto;"></div> <p>3100</p> <p>MSA ARP</p>			
	111.75	275°	2700' (1702')		DA(H) 1098' (100')		TDZE 998'					
	<p><b>MISSED APCH:</b> Climb to 1500' then climbing LEFT turn to 3000' on heading 216° and LGC VOR R-062 to PAJVO/D28.0 LGC/RADAR fix and hold.</p>											
Alt Set: INCHES			Trans level: FL 180			Trans alt: 18000'						
<p>RNAV 1-GPS or RADAR required for procedure entry. From TERII: RNAV 1-GPS required. DME or RADAR required.</p> <p>1. Special Aircrew and Aircraft Certification Required. 2. Simultaneous approach authorized. 3. VGSI and ILS glidepath not coincident (VGSI angle 3.00°/TCH 72').</p>												



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II PAPI	1500'	3000'	216°	LGC
GS	372	478	531	637	743	849		↑	LT	on hdg	and 115.6

**TERPS** STRAIGHT-IN LANDING RWY 28

**CAT II ILS RA 188'**

DA(H) 1098' (100')

RVR 12

TERPS AMEND 5 7 OCT 2021

# KATL/ATL HARTSFIELD- JACKSON ATLANTA INTL



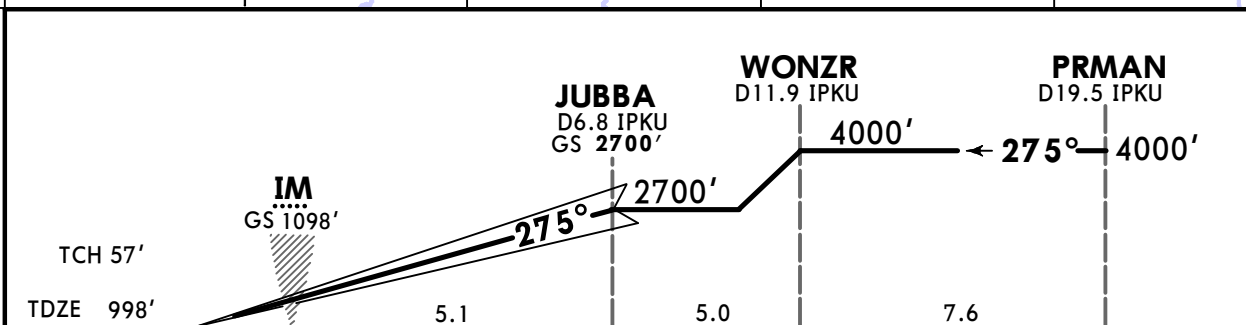
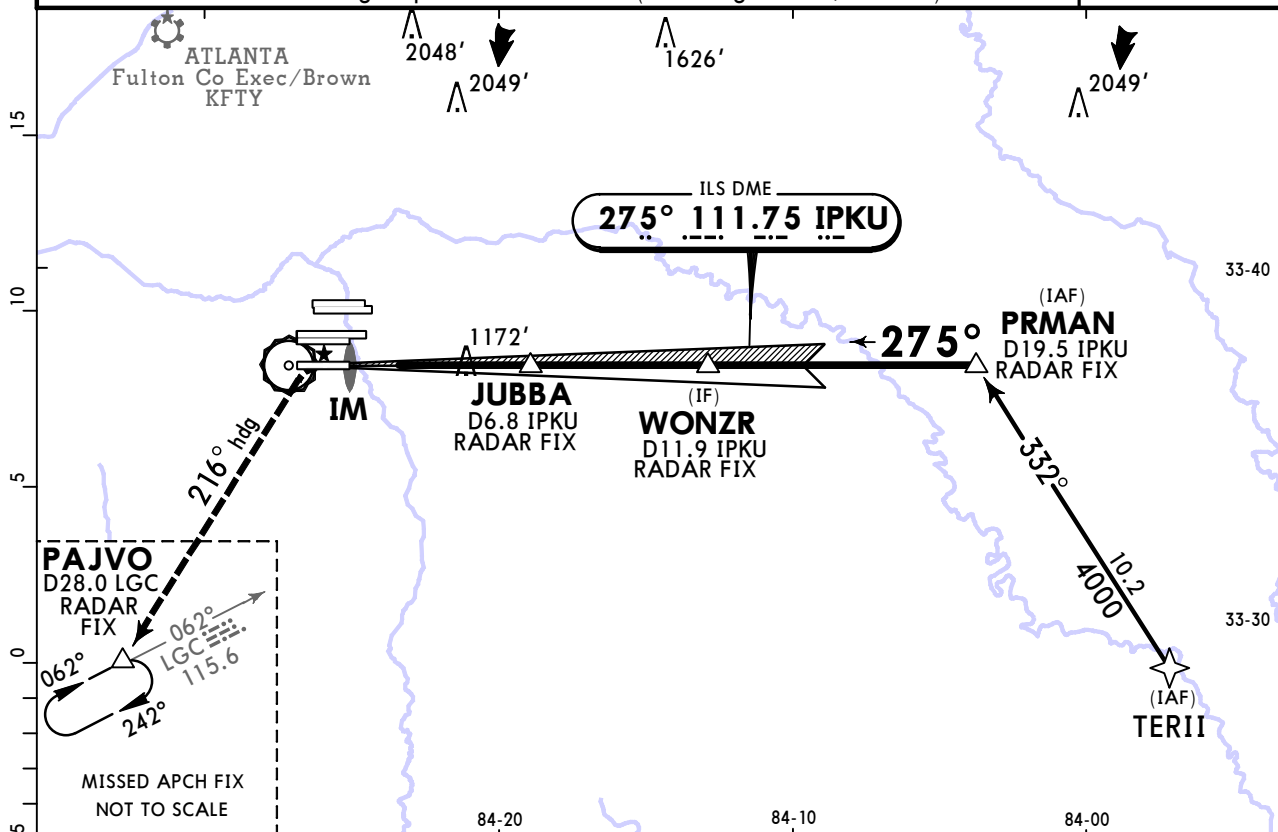
# ATLANTA, GA

1 OCT 21  
Eff 7 Oct

11-19BB

# ILS Rwy 28 SA CAT I

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	125.325	123.85	119.3	121.65	121.9	121.75					
	LOC IPKU	Final Apch Crs	JUBBA		SA CAT I ILS RA 264'		Apt Elev 1026'		<div style="border: 1px solid black; border-radius: 50%; width: 100px; height: 100px; display: flex; align-items: center; justify-content: center; margin: 0 auto;">3100</div>						
	111.75	275°	2700' (1702')		DA(H) 1148' (150')		TDZE 998'								
	<p>MISSED APCH: Climb to 1500' then climbing LEFT turn to 3000' on heading 216° and LGC VOR R-062 to PAJVO/D28.0 LGC/RADAR fix and hold.</p>														
Alt Set: INCHES			Trans level: FL 180			Trans alt: 18000'			MSA ARP						
RNAV 1-GPS or RADAR required for procedure entry. From TERII: RNAV 1-GPS required. DME or RADAR required.															
1. Special Aircrew and Aircraft Certification Required. 2. Simultaneous approach authorized. 3. VGSI and ILS glidepath not coincident (VGSI angle 3.00°/TCH 72').															



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II	1500'	3000'	216°	LGC	PAJVO
GS	3.00°	372	478	531	637	743	PAPI	↑	← on	hdg and	R-062	

**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.

TERPS AMEND 5 7 OCT 2021

# KATL/ATL

## HARTSFIELD-JACKSON ATLANTA INTL

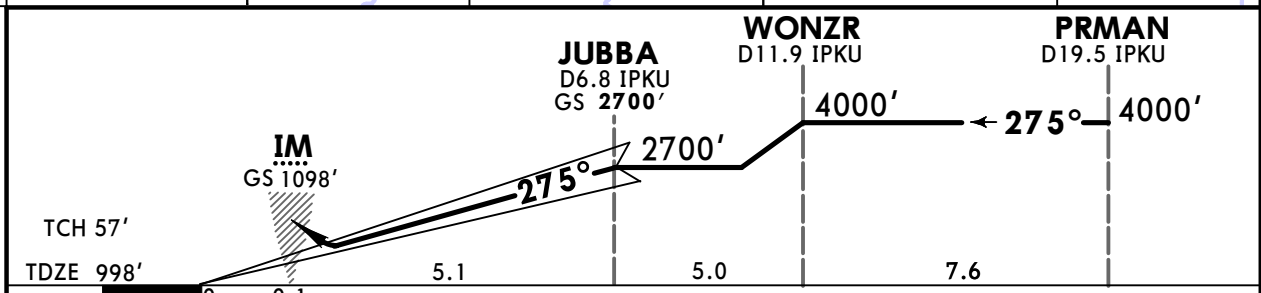
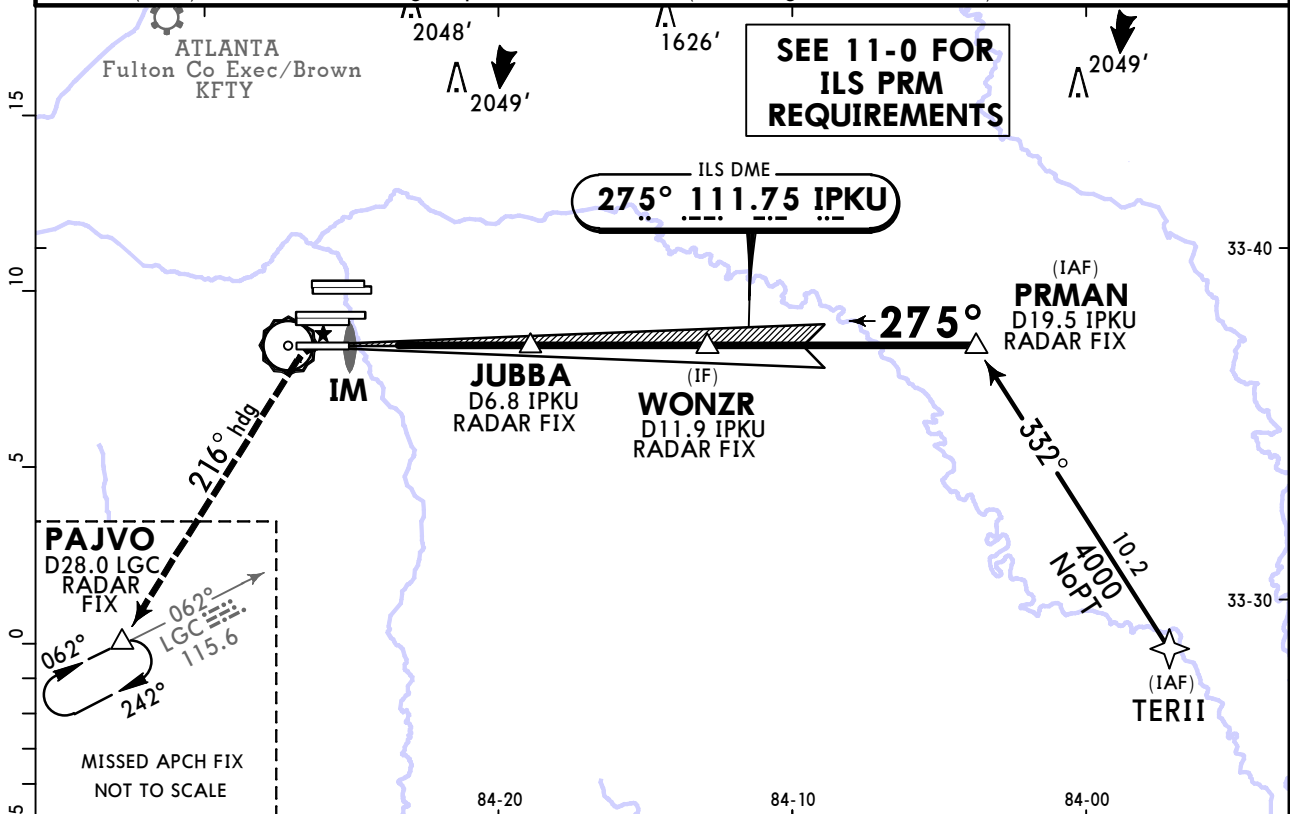
**JEPPESSEN**  
1 OCT 21 **(11-20)** **Eff 7 Oct**

# ATLANTA, GA

## ILS PRM Rwy 28

(CLOSE PARALLEL)

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	Ground	
	119.65	127.9	119.5	119.1	125.325	123.85	119.3	121.65	Rwys 10/28 8L/R, 26L/R 9L/R, 27L/R	
	LOC IPKU	Final Apch Crs	JUBBA		ILS DA(H)	Apt Elev 1026'		MSA ARP		
	111.75	275°	2700' (1702')		1198' (200')	TDZE 998'		3100		
<b>MISSED APCH:</b> Climb to 1500' then climbing LEFT turn to 3000' on heading 216° and LGC VOR R-062 to PAJVO/D28.0 LGC/RADAR fix and hold.										
Alt Set: INCHES			Trans level: FL 180				Trans alt: 18000'			
RNAV 1-GPS or RADAR required for procedure entry. From TERII: RNAV 1-GPS required. DME or RADAR required.										
1. Simultaneous approach authorized. 2. Use of Flight Director or Autopilot required during simultaneous operations. 3. Dual VHF comm required. 4. See 11-0 for "Attention All Users of ILS Precision Runway Monitor (PRM)". 5. VGSI and ILS glidepath not coincident (VGSI angle 3.00°/TCH 72').										



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II	1500'	3000'	216°	LGC	PAJVO
GS	3.00°	372	478	531	637	743	PAPI	↑	LT	on hdg	R-062	

<b>TERPS</b>			STRAIGHT-IN LANDING RWY 28			
FULL			ILS			
DA(H) 1198' (200')			DA(H) 1198' (200')			
FULL		TDZ/CL out		ALS out		
A						
B						
C	RVR 18 or 1/2		RVR 24 or 1/2		RVR 40 or 3/4	
D						
<b>1</b> RVR 18 with Flight Director or Autopilot or HUD to DA.						

# KATL/ATL

## HARTSFIELD-JACKSON ATLANTA INTL



# ATLANTA, GA

1 OCT 21

Eff 7 Oct

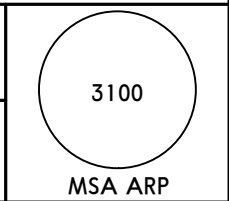
11-20A

## ILS PRM Rwy 28 CAT II

(CLOSE PARALLEL)

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	Ground Rwys 10/28	Rwys 8L/R, 26L/R	Rwys 9L/R, 27L/R
	119.65	127.9	119.5	119.1	125.325	123.85	119.3	121.65	121.9	121.75

LOC IPKU <b>111.75</b>	Final Apch Crs <b>275°</b>	<b>JUBBA</b> 2700' (1702')	CAT II ILS <b>RA 188'</b> DA(H) 1098' (100')	Apt Elev 1026' TDZE 998'
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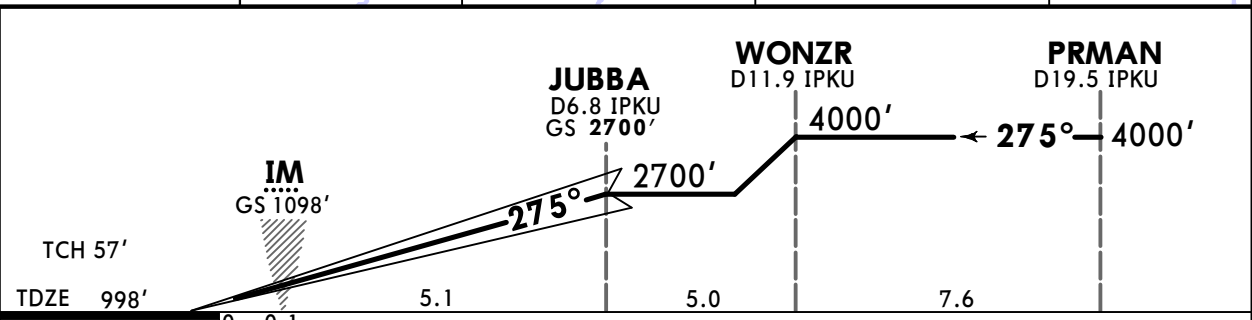
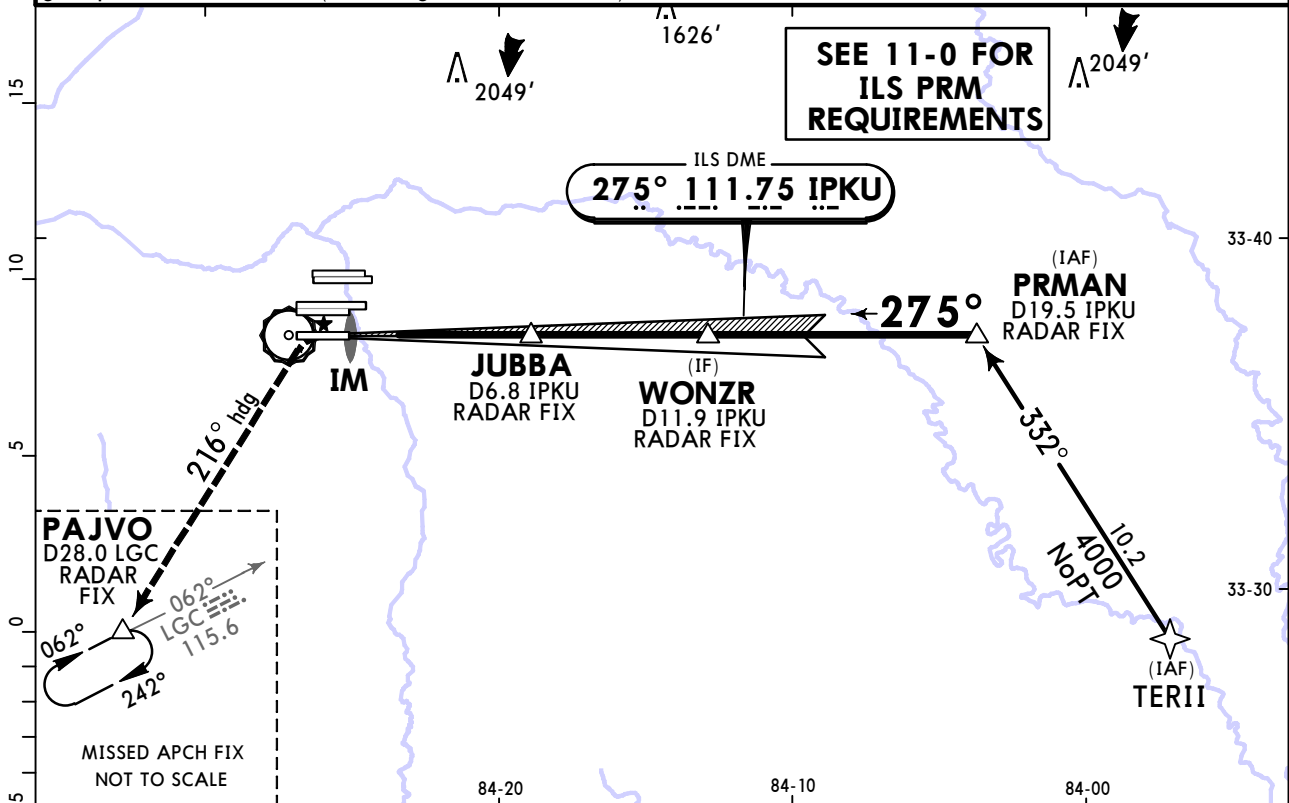


**MISSED APCH:** Climb to 1500' then climbing LEFT turn to 3000' on heading 216° and LGC VOR R-062 to PAJVO/D28.0 LGC/RADAR fix and hold.

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

RNAV 1-GPS or RADAR required for procedure entry. From TERII: RNAV 1-GPS required. DME or RADAR required.

1. Special Aircrew and Aircraft Certification Required.
2. Simultaneous approach authorized.
3. Use of Flight Director or Autopilot required during simultaneous operations.
4. Dual VHF comm required.
5. See 11-0 for "Attention All Users of ILS Precision Runway Monitor (PRM)".
6. VGSI and ILS glidepath not coincident (VGSI angle 3.00°/TCH 72').



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II PAPI	1500'	3000'	216°	LGC	PAJVO
GS	3.00°	372	478	531	637	743		849	↑	←	on	

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

RVR 12

TERPS AMEND 5 7 OCT 2021

# KATL/ATL

## HARTSFIELD-JACKSON ATLANTA INTL



# ATLANTA, GA

1 OCT 21  
Eff 7 Oct

11-20B

## ILS PRM Rwy 28 SA CAT I

(CLOSE PARALLEL)

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	Ground		
119.65	127.9	119.5	119.1	125.325	123.85	119.3	Rwys 10/28	Rwys 8L/R, 26L/R	Rwys 9L/R, 27L/R
				Monitor Frequency	133.425		121.65	121.9	121.75

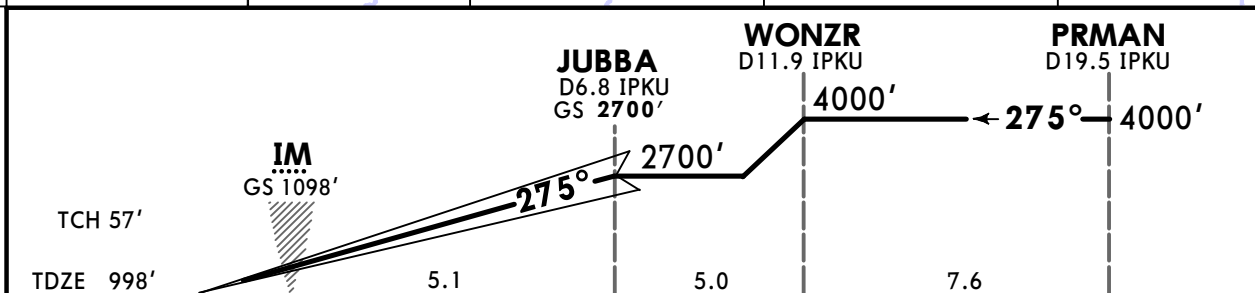
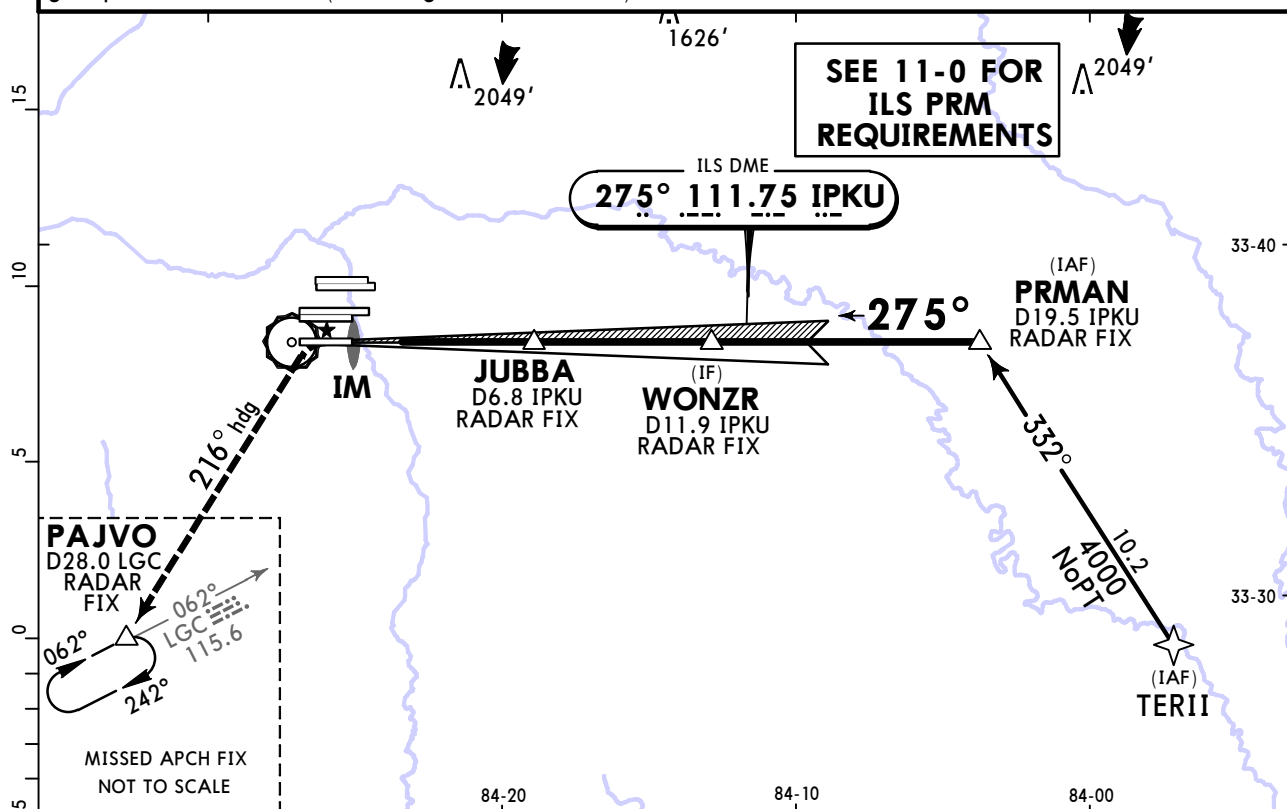
LOC IPKU <b>111.75</b>	Final Apch Crs <b>275°</b>	JUBBA <b>2700'</b> (1702')	SA CAT I ILS <b>RA 264'</b> DA(H) 1148'(150')	Apt Elev 1026' TDZE 998'	3100 MSA ARP
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**MISSED APCH:** Climb to 1500' then climbing LEFT turn to 3000' on heading 216° and LGC VOR R-062 to PAJVO/D28.0 LGC/RADAR fix and hold.

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

RNAV 1-GPS or RADAR required for procedure entry. From TERII: RNAV 1-GPS required. DME or RADAR required.

1. Special Aircrew and Aircraft Certification Required.
2. Simultaneous approach authorized.
3. Use of Flight Director or Autopilot required during simultaneous operations.
4. Dual VHF comm required.
5. See 11-0 for "Attention All Users of ILS Precision Runway Monitor (PRM)".
6. VGSI and ILS glidepath not coincident (VGSI angle 3.00°/TCH 72').



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II	1500'	3000'	216°	LGC	PAJVO
GS	372	478	531	637	743	849	PAPI	↑	←	on hdg	R-062	

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

RVR 14

Requires specific OPSPEC, MSPEC, or LOA approval.

TERPS AMEND 5 7 OCT 2021

KATL/ATL



ATLANTA, GA

HARTSFIELD-JACKSON ATLANTA INTL

**ATTENTION ALL USERS OF RNAV PRECISION RUNWAY MONITOR (PRM)**

**RNAV (GPS) PRM Rwys 9R and 27L**

**RNAV (GPS) PRM Y Rwys 10 and 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 ATC facility as soon as practical, but at least 100 miles from destination.

**General**

Review procedure for executing a climbing and descending PRM breakout.

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

All breakouts: Hand flown, initiate immediately.

Descending on the glideslope/glidepath ensures compliance with any charted crossing restrictions.

Dual VHF Comm.: When assigned or planning a specific PRM approach, tune a second receiver to the PRM monitor frequency or, if silent, another active frequency (i.e. ATIS), set the volume, retune the PRM frequency if necessary, then deselect the audio. When directed by ATC, immediately switch to the tower frequency and select the second receiver audio to ON.

If later assigned the same runway, non-PRM approach, consider it briefed provided the same minimums are utilized. PRM related chart notes and PRM frequency no longer apply.

TCAS during breakout: Follow TCAS climb/descend if it differs from ATC, while executing the breakout turn.

# KATL/ATL HARTSFIELD- JACKSON ATLANTA INTL



# ATLANTA, GA

19 JAN 24

**12-1**

**Eff 25 Jan**

## RNAV (GPS) Y Rwy 8L

D-ATIS Arrival	ATLANTA Approach (R)	ATLANTA Tower					Ground		
119.65	127.9	Rwys 8L/26R	Rwys 8R/26L	Rwys 9L/27R	Rwys 9R/27L	Rwys 10/28	Rwys 8L/R, 26L/R	Rwys 9L/R, 27L/R	Rwys 10/28
		119.1	125.325	123.85	119.3	119.5	121.9	121.75	121.65

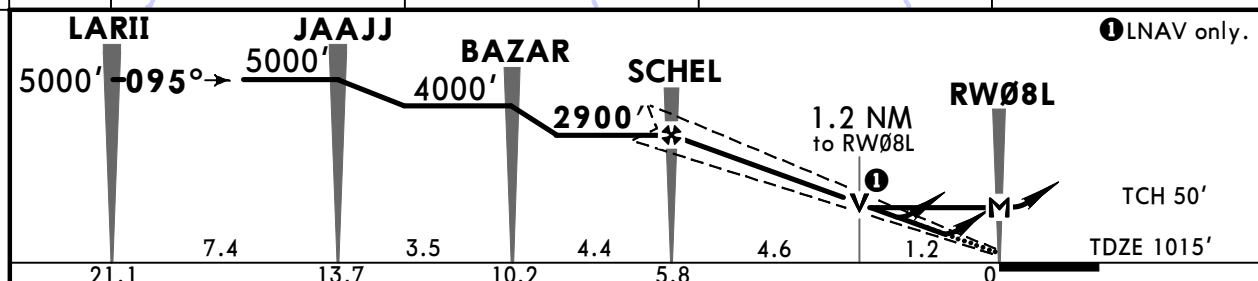
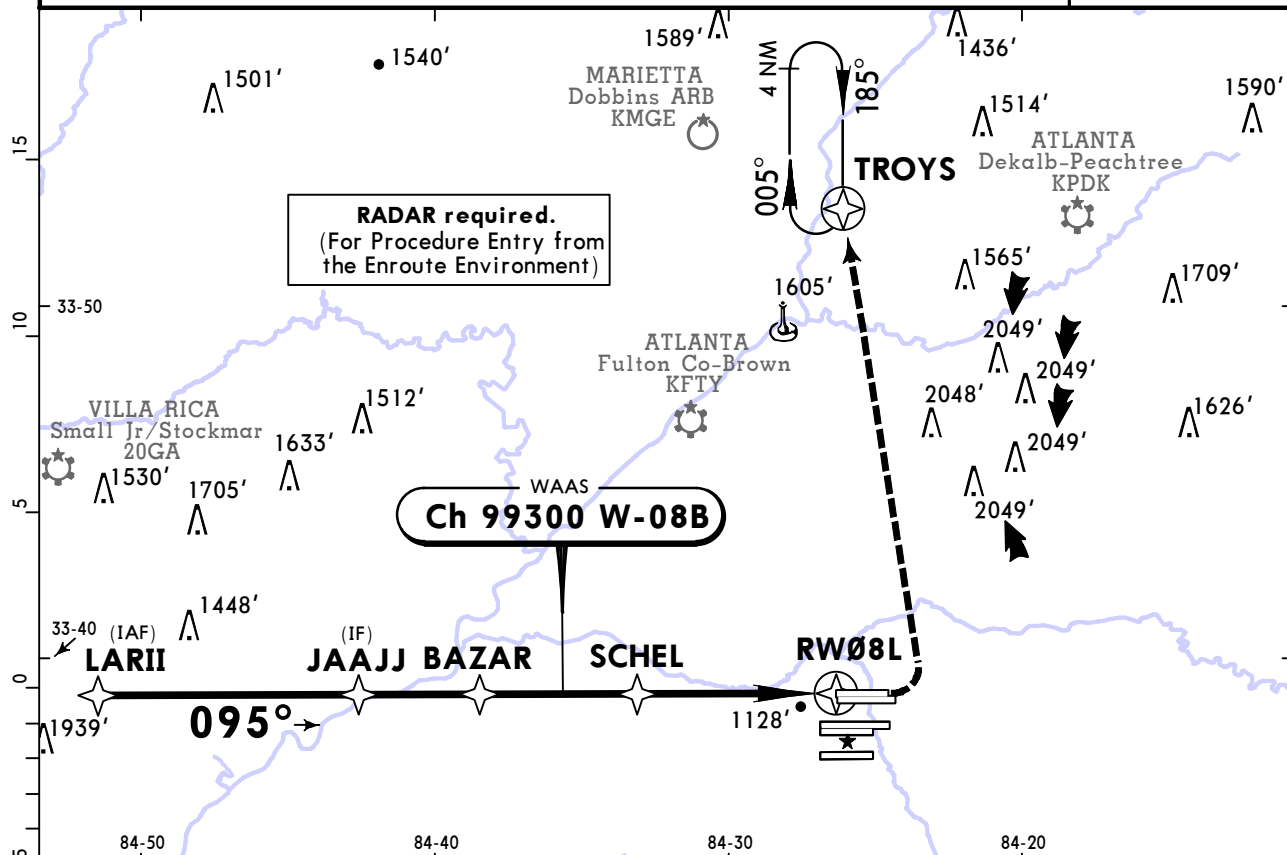
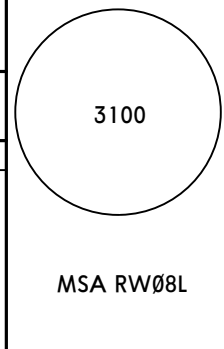
WAAS <b>Ch 99300</b> W-08B	Final Apch Crs <b>095°</b>	<b>SCHEL</b> 2900' (1885')	LPV DA(H) <b>1215'</b> (200')	Apt Elev 1026' TDZE 1015'
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BRIEFING STRIP™

**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 Rwy 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.



Gnd speed-Kts	70	90	100	120	140	160	ALSIF-II PAPI	1500'	3500'	D → TROYS
Glide Path Angle	3.00°	372	478	531	637	743		849	↑	
MAP at RW08L										

TERPS			STRAIGHT-IN LANDING RWY 8L		LNAV	
LPV DA(H) <b>1215'</b> (200')			LNAV/VNAV DA(H) <b>1404'</b> (389')		LNAV MDA(H) <b>1460'</b> (445')	
TDZ/CL out			ALS out		ALS out	
A						
B	RVR 18	RVR 24	RVR 40	RVR 45 or 7/8	1 1/4	RVR 24 or 1/2
C	or 1/2	or 1/2	or 3/4			RVR 50 or 1
D						RVR 45 or 7/8
						1 3/8

TERPS AMEND 4A 12 OCT 2017

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

# KATL/ATL HARTSFIELD/ JACKSON ATL INTL



# ATLANTA, GA

25 OCT 24

**(12-2)**

**Eff 31 Oct**

## RNAV (GPS) Rwy 8R

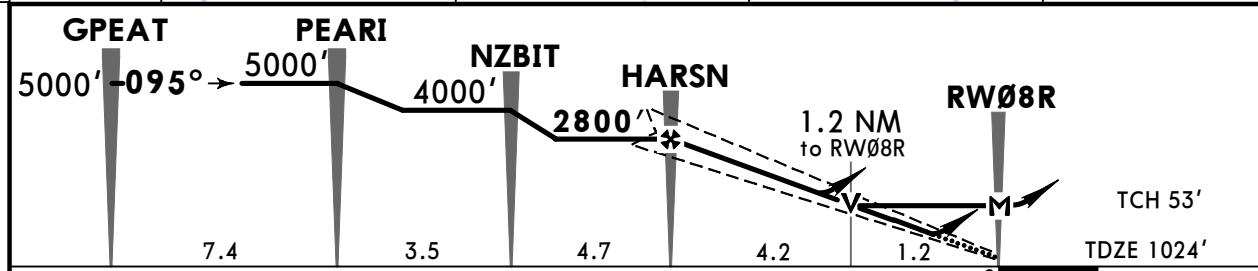
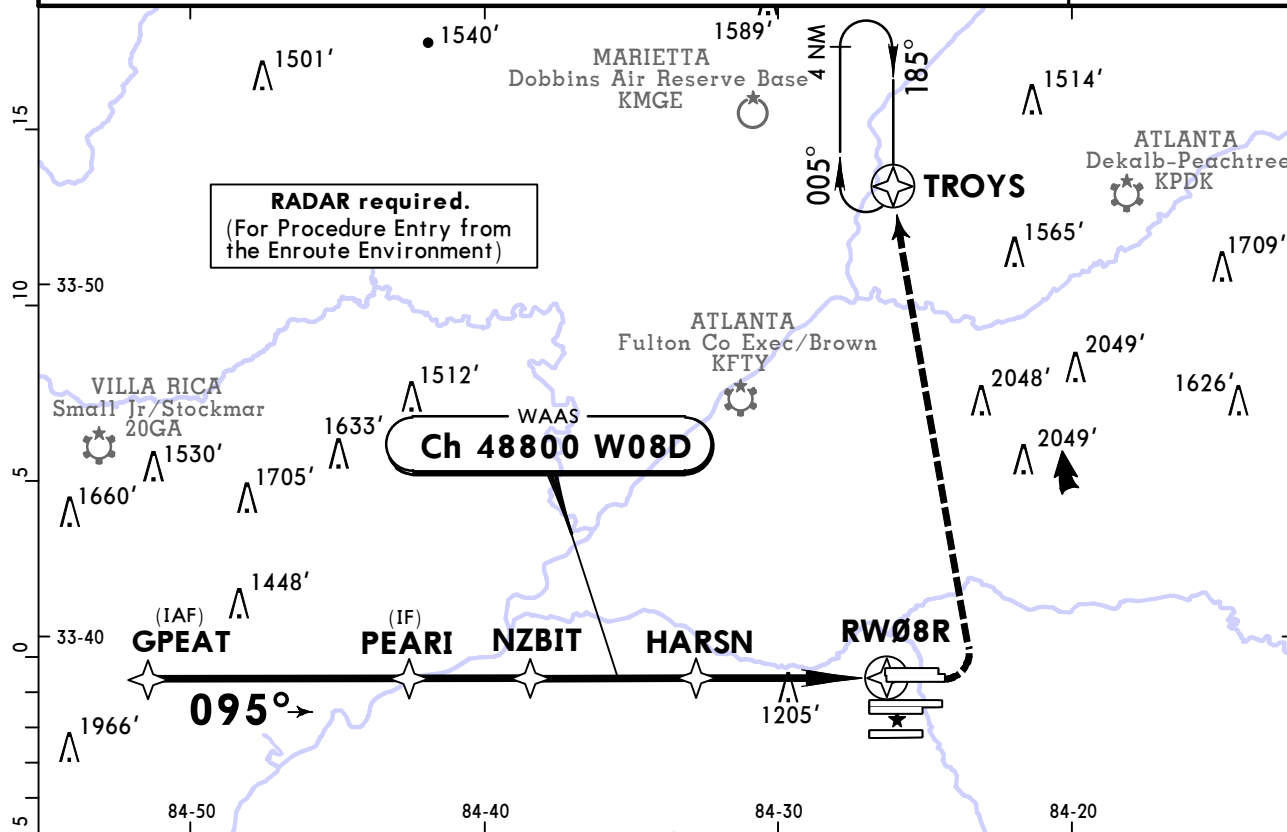
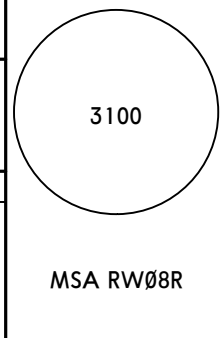
D-ATIS Arrival	ATLANTA Approach (R)	ATLANTA Tower					Ground		
119.65	127.9	Rwys 8R/26L	Rwys 8L/26R	Rwys 9L/27R	Rwys 9R/27L	Rwys 10/28	Rwys 8L/R, 26L/R	Rwys 9L/R, 27L/R	Rwys 10/28
		125.325	119.1	123.85	119.3	119.5	121.9	121.75	121.65

WAAS <b>Ch 48800</b> W08D	Final Apch Crs <b>095°</b>	HARSN <b>2800'</b> (1776')	LPV DA(H) <b>1282'</b> (258')	Apt Elev 1026' TDZE 1024'
---------------------------------	----------------------------------	-------------------------------	-------------------------------------	------------------------------

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

RNP Apch-GPS | Alt Set: INCHES | Trans level: FL 180 | Trans alt: 18000'

1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -5°C or above 54°C. 2. Simultaneous approach authorized with Rwy 9L or 9R or 10. 3. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations. 4. LNAV procedure not authorized during simultaneous operations. 5. VGSI and RNAV glidepath not coincident (VGSI angle 3.00°/TCH 67').



Gnd speed-Kts	70	90	100	120	140	160	PAPI-L	1500'	3500'	D → TROYS
Glide Path Angle	3.00°	372	478	531	637	743				
MAP at RW08R										

**TERPS** STRAIGHT-IN LANDING RWY 8R

	LPV DA(H) 1282' (258')	LNAV/VNAV DA(H) 1440' (416')	LNAV MDA(H) 1460' (436')
A			RVR 55 or 1
B			
C	RVR 40 or 3/4	RVR 60 or 1/4	
D			1/4

TERPS AMEND 5 21 OCT 2024

# KATL/ATL HARTSFIELD- JACKSON ATLANTA INTL



# ATLANTA, GA

19 JAN 24

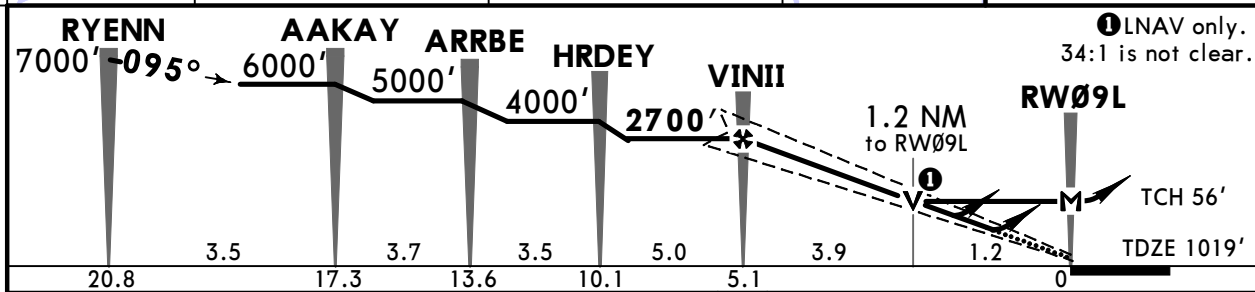
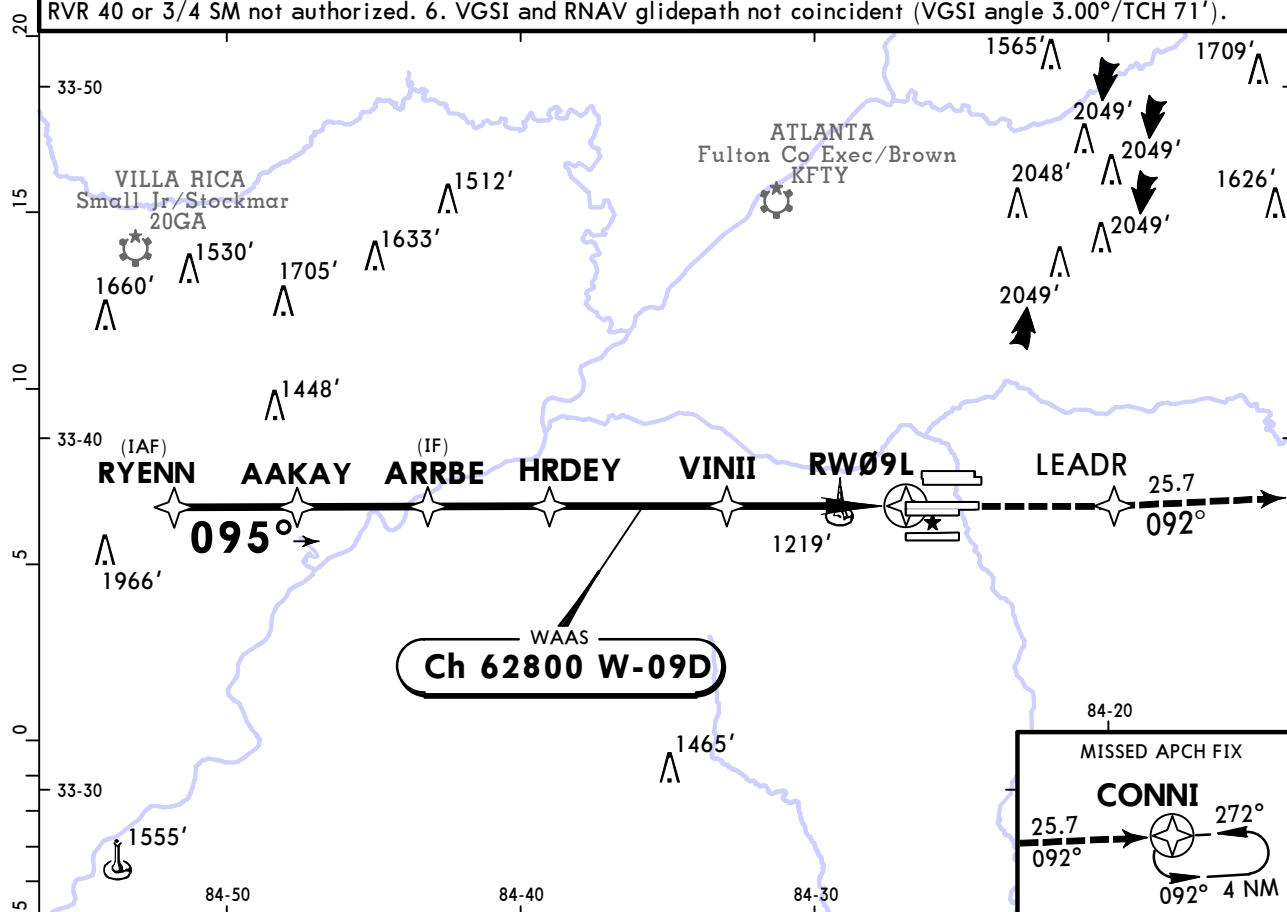
(12-3)

Eff 25 Jan

## RNAV (GPS) Rwy 9L

D-ATIS Arrival	ATLANTA Approach (R)	ATLANTA Tower					Ground			
119.65	127.9	Rwys 9L/27R	Rwys 8L/26R	Rwys 8R/26L	Rwys 9R/27L	Rwys 10/28	Rwys 9L/R, 27L/R	8L/R, 26L/R	Rwys 10/28	
		123.85	119.1	125.325	119.3	119.5	121.75	121.9	121.65	
WAAS <b>Ch 62800</b> W-09D		Final Apch Crs <b>095°</b>		VINII <b>2700'</b> (1681')		LPV DA(H) <b>1359'</b> (340')		Apt Elev 1026' TDZE 1019'		3100 MSA RW09L
<b>MISSED APCH: Climb to 4000' direct LEADR and on track 092° to CONNI and hold.</b>										
RNP Apch		Alt Set: INCHES			Trans level: FL 180			Trans alt: 18000'		

1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -7°C or above 54°C.
2. Simultaneous approach authorized with Rwy 8L or 8R or 10, or Rwy 8L and 10.
3. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations.
4. LNAV procedure not authorized during simultaneous operations.
5. Rwy 9L helicopter visibility reduction below RVR 40 or 3/4 SM not authorized.
6. VGSI and RNAV glidepath not coincident (VGSI angle 3.00°/TCH 71').



Gnd speed-Kts	70	90	100	120	140	160	PAPI-R	4000'	D	LEADR
Glide Path Angle	3.00°	372	478	531	637	849				
MAP at RW09L										

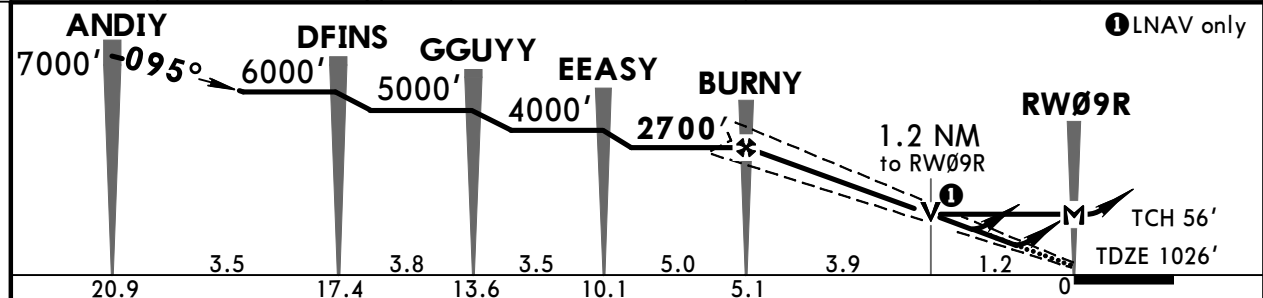
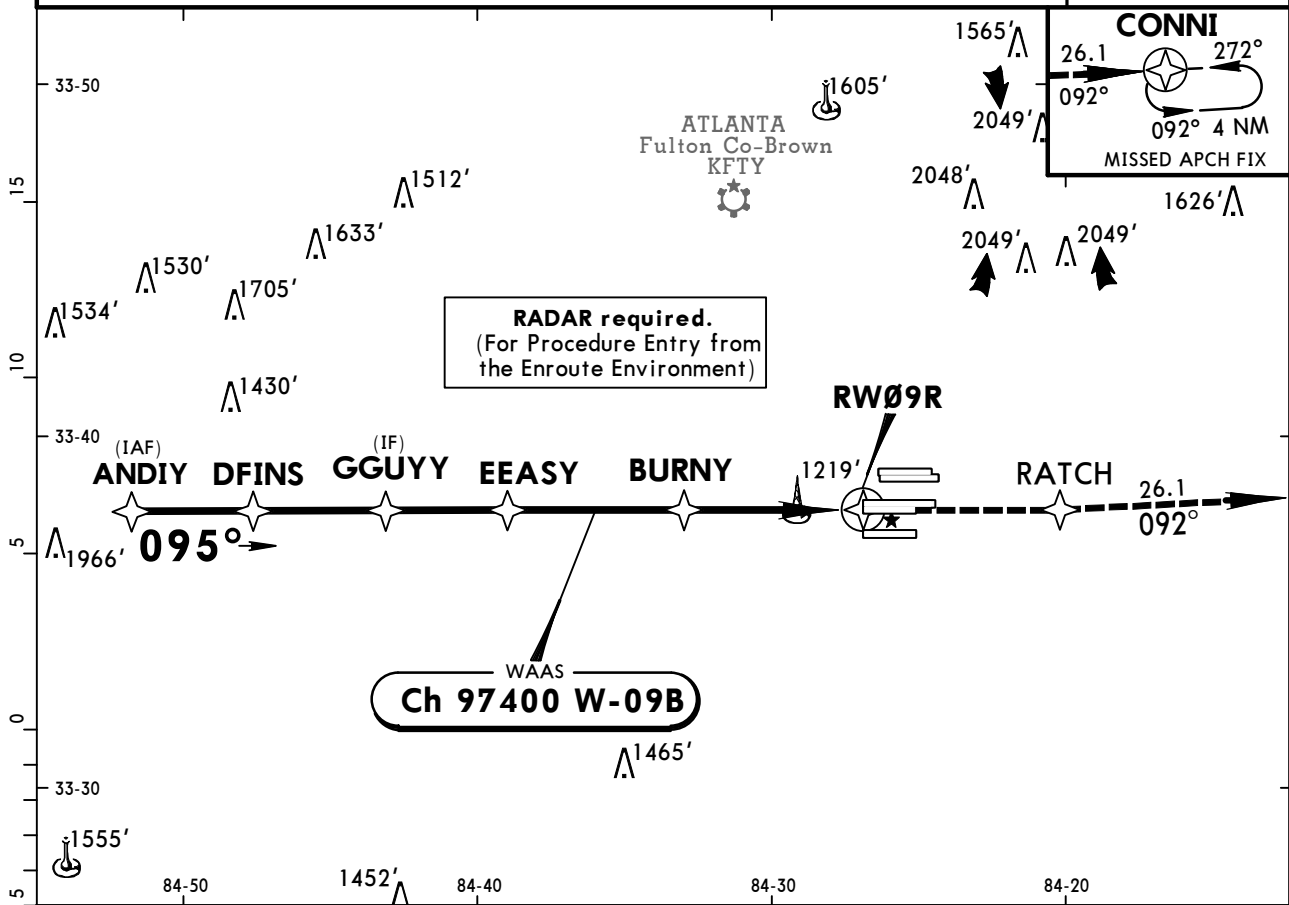
TERPS AMEND 4D 12 SEP 2019	STRAIGHT-IN LANDING RWY 9L		
	LPV DA(H) <b>1359'</b> (340')	LNAV/VNAV DA(H) <b>1405'</b> (386')	LNAV MDA(H) <b>1480'</b> (461')
	A		RVR 55 or 1
	B	RVR 50 or 1	RVR 60 or 1/4
C			
D			
			1 3/8

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

**JEPPESSEN**  
 20 OCT 17 **(12-4)**

**ATLANTA, GA**  
**RNAV (GPS) Rwy 9R**

D-ATIS Arrival	ATLANTA Approach (R)	Rwys 9R/27L	Rwys 8L/26R	ATLANTA Tower	Rwys 8R/26L	Rwys 9L/27R	Rwys 10/28	Rwys 9L/R, 27L/R	Ground	Rwys 8L/R, 26L/R	Rwys 10/28
119.65	127.9	119.3	119.1	125.325	123.85	119.5	121.75	121.9	121.65		
WAAS <b>Ch 97400</b> W-09B		Final Apch Crs <b>095°</b>	Minimum Alt <b>BURNY</b> 2700' (1674')	LPV DA(H) <b>1226'</b> (200')	Apt Elev 1026'		TDZE 1026'				
<b>MISSED APCH: Climb to 4000' direct RATCH and on track 092° to CONNI and hold.</b>										<p>3100</p> <p>MSA RW09R</p>	
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.											



Gnd speed-Kts	70	90	100	120	140	160	ALSIF-II	4000'	D →	RATCH
Glide Path Angle	3.00°	372	478	531	637	743				
LPV, LNAV/VNAV: MAP at DA										
LNAV: MAP at RW09R										

<b>TERPS</b>											
<b>STRAIGHT-IN LANDING RWY 9R</b>											
LPV			LNAV/VNAV			LNAV					
DA(H) 1226' (200')			DA(H) 1403' (377')			MDA(H) 1480' (454')					
TDZ/CL out		ALS out	ALS out		ALS out		ALS out				
A	RVR 18	RVR 24	RVR 40	RVR 40 or 3/4	RVR 60 or 1/4	RVR 24 or 1/2	RVR 50 or 1				
B	or 1/2	or 1/2	or 3/4								
C						RVR 45 or 7/8	1 3/8				
D											

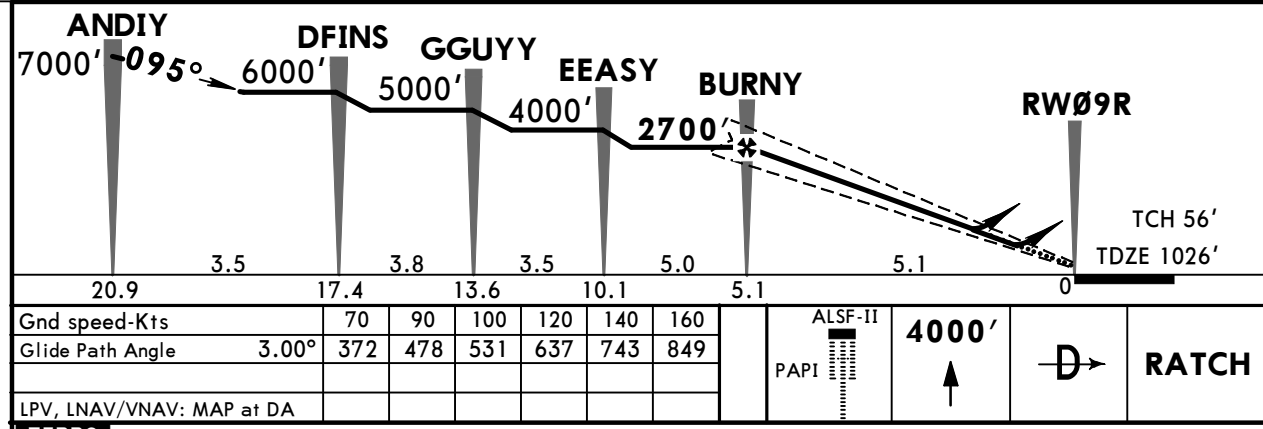
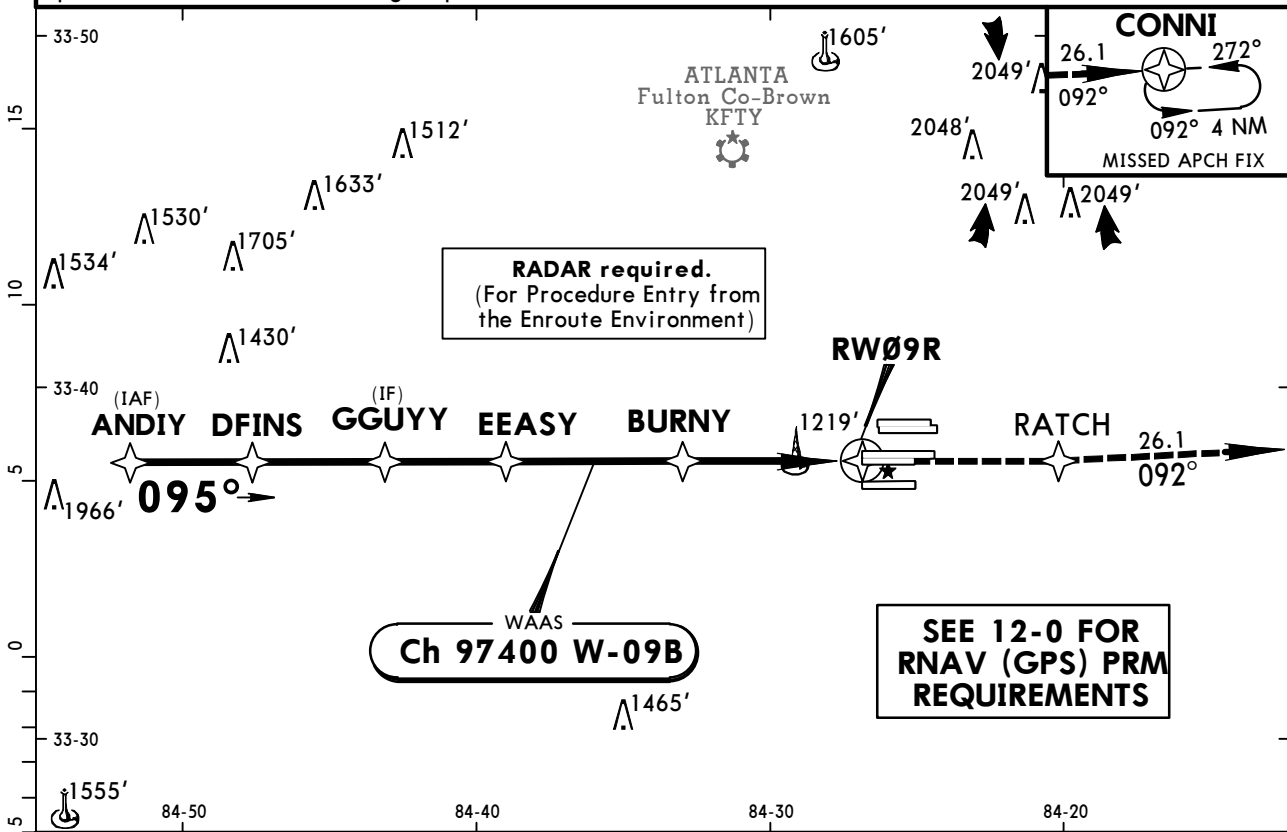
CHANGES: Minimums, chart format.

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

**JEPPESEN**  
 20 OCT 17 **(12-4A)**

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

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	125.325	123.85	119.5	121.75	121.9	121.65
		Monitor Frequency			132.55				
WAAS <b>Ch 97400</b> W-09B		Final Apch Crs <b>095°</b>	Minimum Alt <b>BURNY</b> <b>2700'</b> (1674')	LPV DA(H) <b>1226'</b> (200')	Apt Elev 1026'	3100			
MISSED APCH: Climb to 4000' direct RATCH and on track 092° to CONNI and hold.						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 Rwys 8L and 10, or Rwys 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.									



TERPS		STRAIGHT-IN LANDING RWY 9R		
LPV		LNAV/VNAV		
DA(H) <b>1226'</b> (200')		DA(H) <b>1403'</b> (377')		
TDZ/CL out		ALS out		
A				
B	RVR 18 or 1/2	RVR 24 or 1/2	RVR 40 or 3/4	RVR 40 or 3/4
C				RVR 60 or 1/4
D				

TERPS AMEND 0A 12 OCT 2017

CHANGES: Minimums, chart format.

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



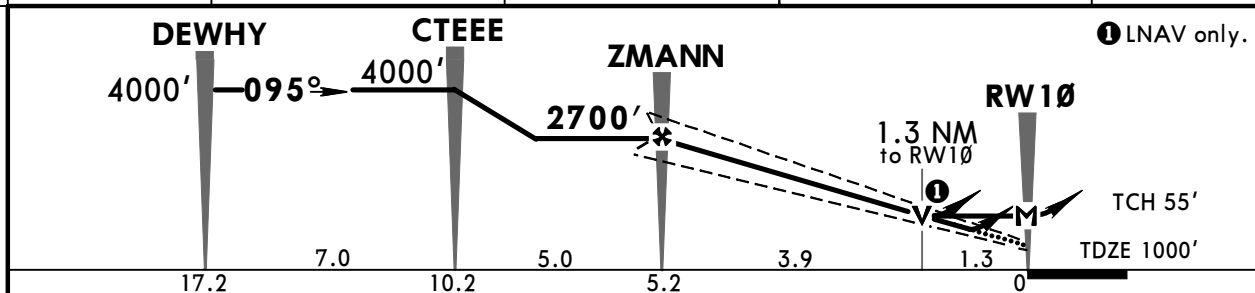
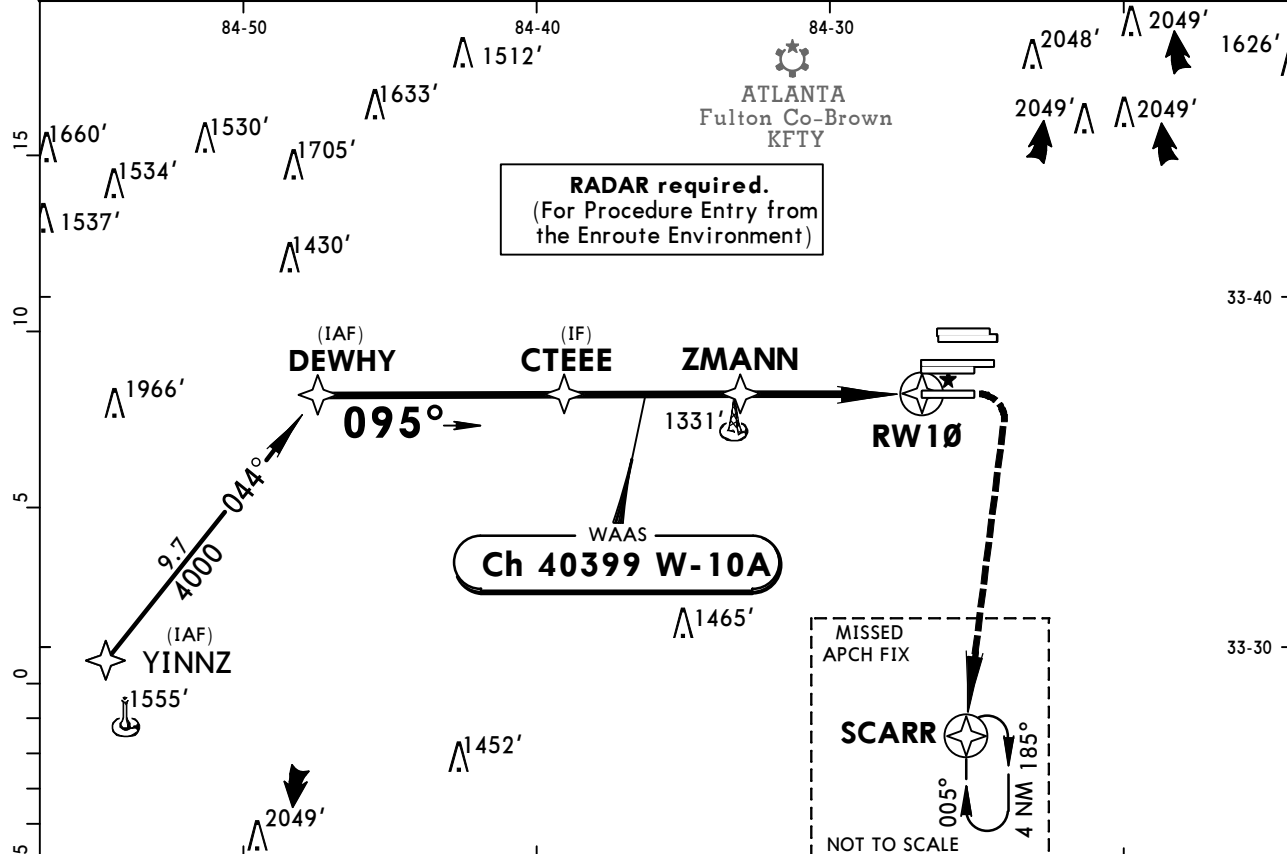
15 JUN 18 (12-5)

**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	125.325	123.85	119.3	121.65	121.9	121.75	

BRIEFING STRIP™

WAAS <b>Ch 40399</b> W-10A	Final Apch Crs <b>095°</b>	Minimum Alt <b>ZMANN</b> 2700' (1700')	LPV DA(H) <b>1200'</b> (200')	Apt Elev 1026' TDZE 1000'	
<b>MISSED APCH:</b> 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 Rwys 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	ALSF-II PAPI	1500'	3000'	SCARR	
Glide Path Angle	3.00°	372	478	531	637	849		PAPI			RT
LPV, LNAV/VNAV: MAP at DA											
LNAV: MAP at RW10											

<b>TERPS</b>		<b>STRAIGHT-IN LANDING RWY 10</b>			
<b>LPV</b>		<b>LNAV/VNAV</b>		<b>LNAV</b>	
DA(H) <b>1200'</b> (200')		DA(H) <b>1455'</b> (455')		MDA(H) <b>1480'</b> (480')	
TDZ/CL out		ALS out		ALS out	
A					
B					RVR 24 or 1/2      RVR 50 or 1
C	RVR 18 or 1/2	RVR 24 or 1/2	RVR 40 or 3/4	RVR 55 or 1/4	1 1/2
D					RVR 50 or 1      1 3/8

TERPS AMEND 4A 12 OCT 2017

# KATL/ATL HARTSFIELD- JACKSON ATLANTA INTL

**JEPPESEN** ATLANTA, GA  
15 JUN 18 **(12-5A) RNAV (GPS) PRM Y Rwy 10**  
(SIMULTANEOUS CLOSE PARALLEL)

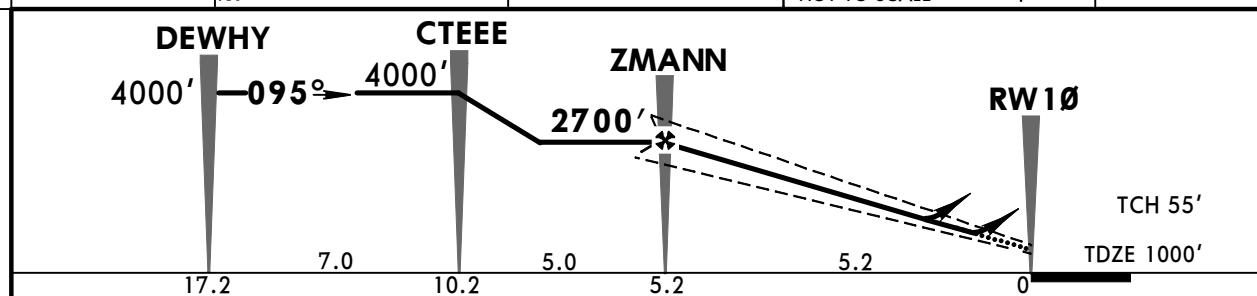
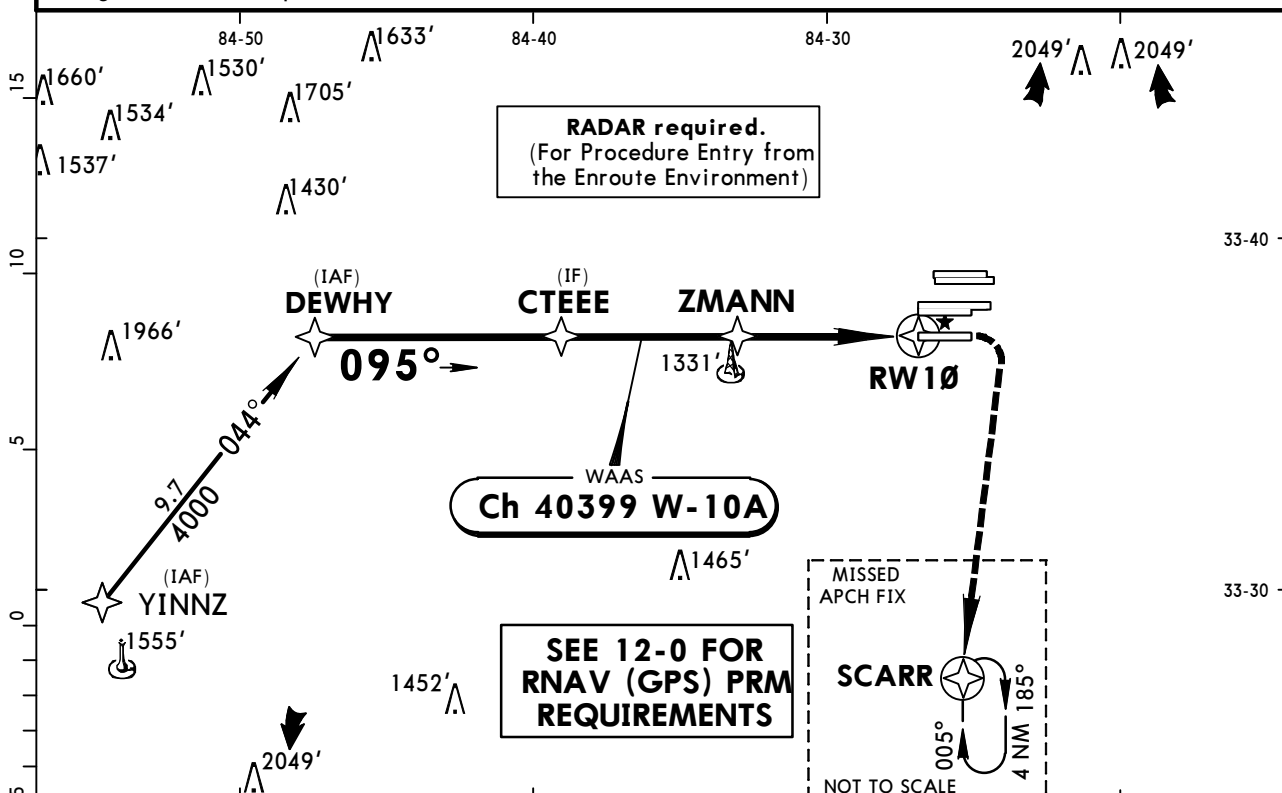
D-ATIS Arrival	ATLANTA Approach (R)	ATLANTA Tower					Ground		
119.65	127.9	Rwys 10/28	Rwys 8L/26R	Rwys 8R/26L	Rwys 9L/27R	Rwys 9R/27L	Rwys 10/28	Rwys 8L/R, 26L/R	Rwys 9L/R, 27L/R
		119.5	119.1	125.325	123.85	119.3	121.65	121.9	121.75
Monitor Frequency 133.425									

BRIEFING STRIP™

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

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	ALSIF-II PAPI	1500'	3000'	D → SCARR
Glide Path Angle	3.00°	372	478	531	637	849				
LPV, LNAV/VNAV: MAP at DA										

<b>TERPS</b>					STRAIGHT-IN LANDING RWY 10					
		LPV DA(H) <b>1200' (200')</b>			LNAV/VNAV DA(H) <b>1455' (455')</b>					
		TDZ/CL out		ALS out		ALS out				
A										
B										
C	RVR 18 or 1/2	RVR 24 or 1/2	RVR 40 or 3/4			RVR 55 or 1/4				1 1/2
D										

TERPS AMEND 0A 12 OCT 2017

# KATL/ATL HARTSFIELD- JACKSON ATLANTA INTL



# ATLANTA, GA

19 JAN 24

(12-6)

Eff 25 Jan

## RNAV (GPS) Rwy 26L

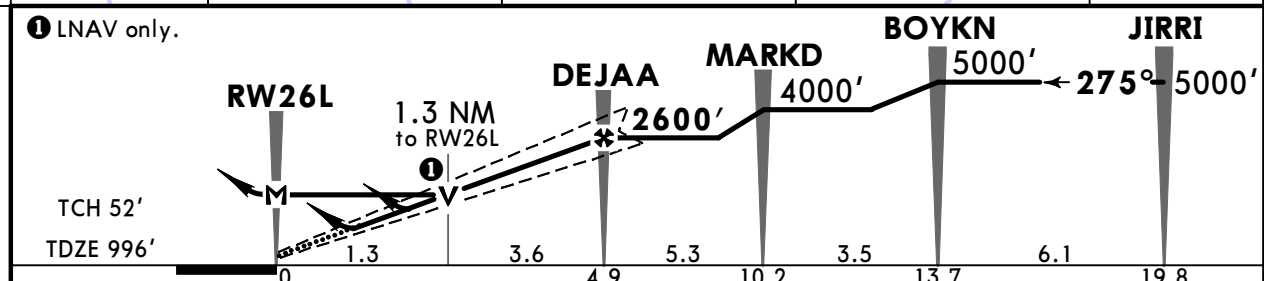
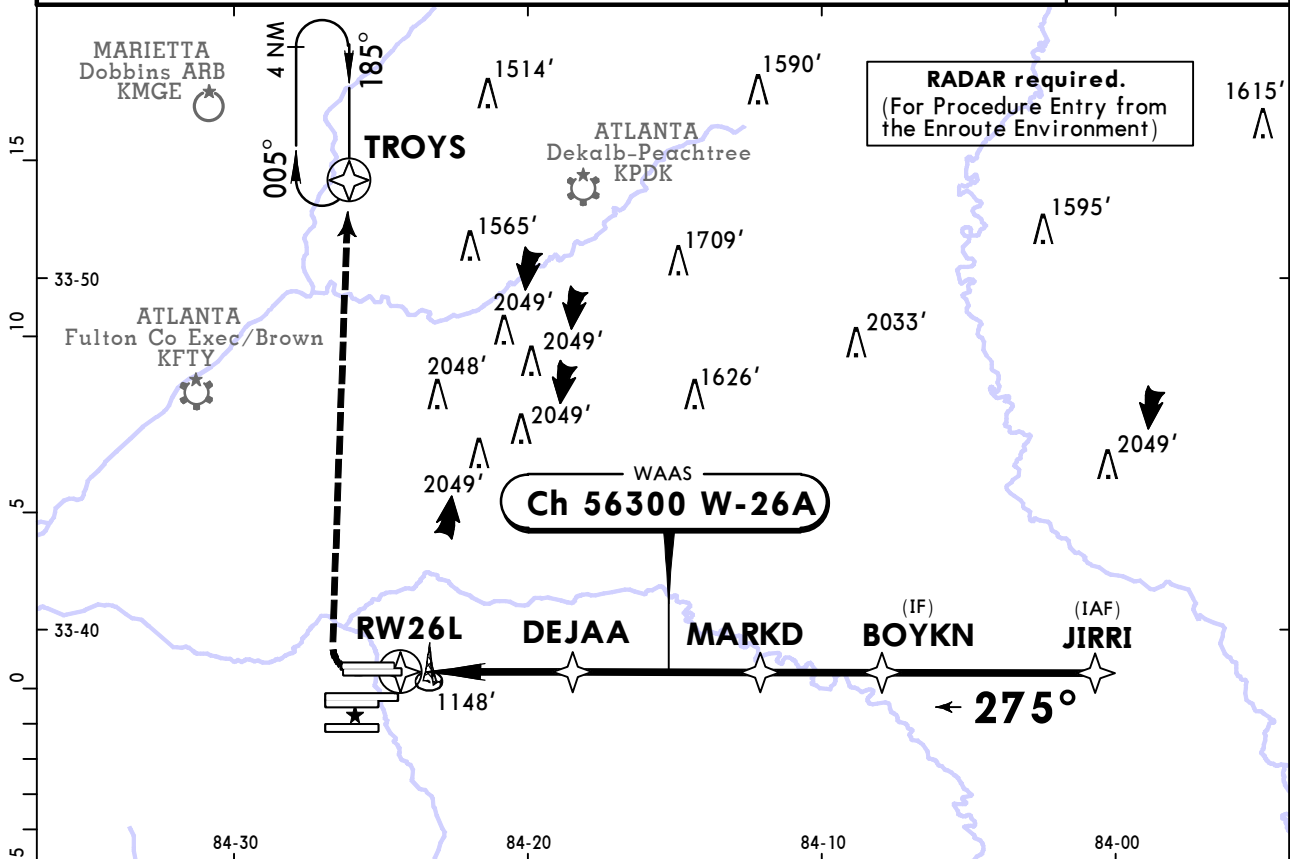
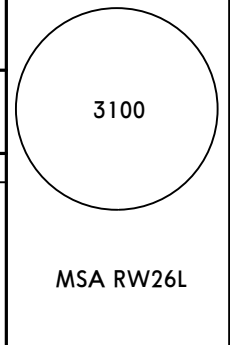
D-ATIS Arrival	ATLANTA Approach (R)	ATLANTA Tower					Ground Rwy		
119.65	127.9	Rwys 8R/26L 125.32	Rwys 8L/26R 119.1	Rwys 9L/27R 123.85	Rwys 9R/27L 119.3	Rwys 10/28 119.5	Rwys 8L/R, 26L/R 121.9	Rwys 9L/R, 27L/R 121.75	Rwys 10/28 121.65

WAAS <b>Ch 56300</b> W-26A	Final Apch Crs <b>275°</b>	DEJAA <b>2600'</b> (1604')	LPV DA(H) <b>1281'</b> (285')	Apt Elev 1026' TDZE 996'
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**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 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.



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

TERPS	STRAIGHT-IN LANDING RWY 26L					
	LPV DA(H) <b>1281'</b> (285')		LNAV/VNAV DA(H) <b>1360'</b> (364')		LNAV MDA(H) <b>1460'</b> (464')	
	RAIL/ALS out		RAIL/ALS out		RAIL/ALS out	
	A				RVR 24 or 1/2	RVR 50 or 1
B	RVR 24 or 1/2	RVR 45 or 7/8	RVR 35 or 5/8	RVR 60 or 1/4		
C					RVR 50 or 1	1 1/2
D						

TERPS AMEND 4 18 SEP 2014

# KATL/ATL HARTSFIELD- JACKSON ATLANTA INTL



# ATLANTA, GA

19 JAN 24

12-7

Eff 25 Jan

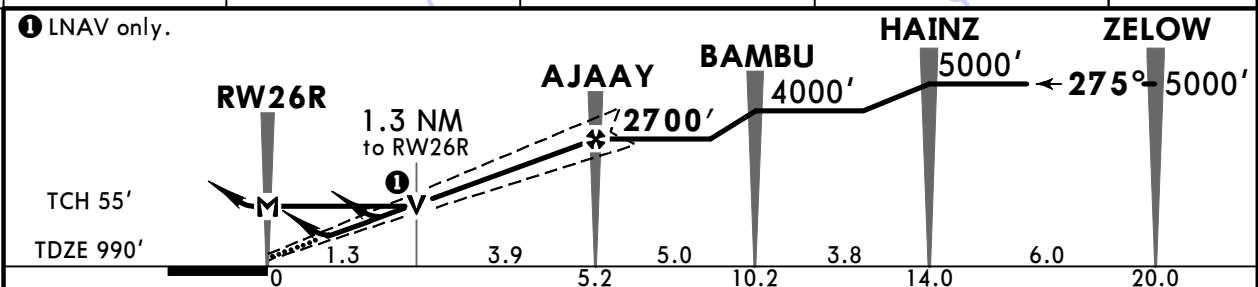
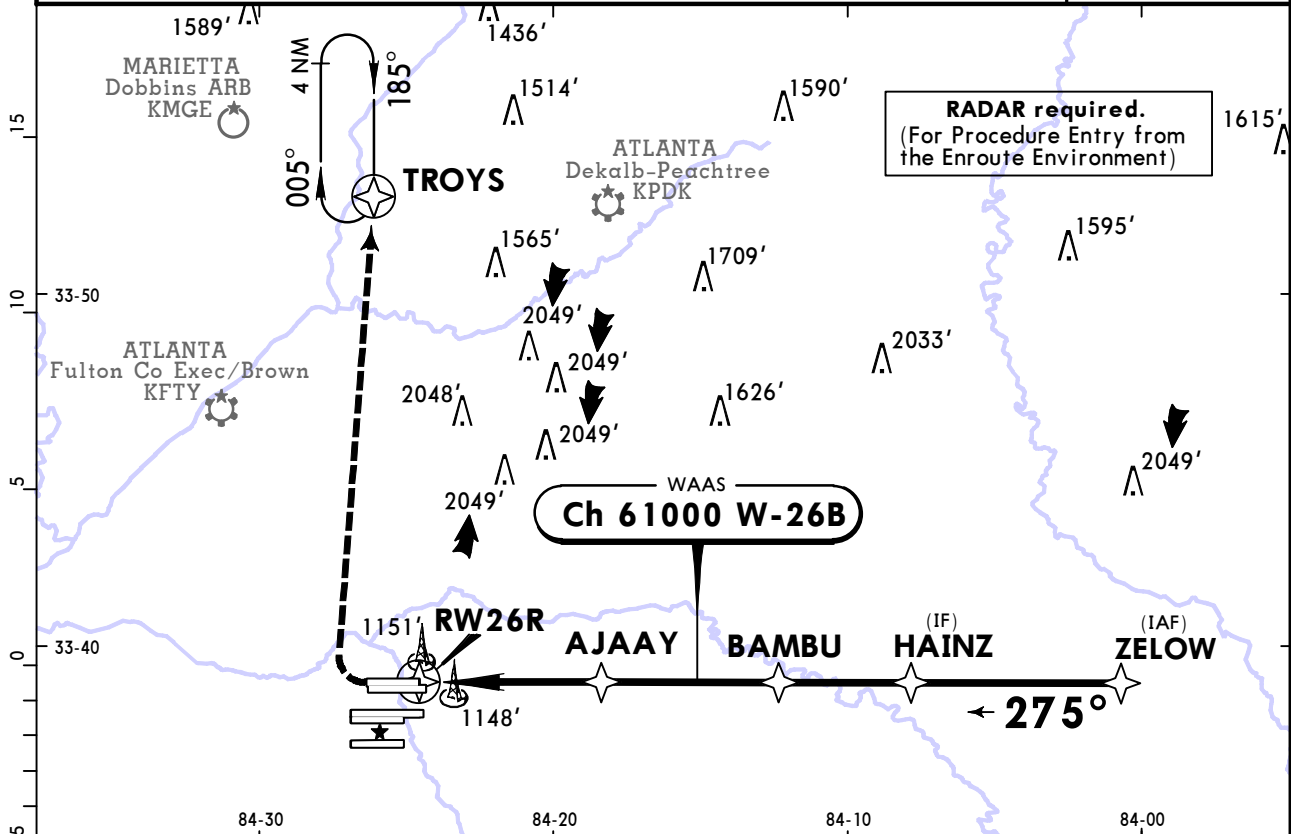
RNAV (GPS) Y Rwy 26R

D-ATIS Arrival	ATLANTA Approach (R)	ATLANTA Tower					Ground		
119.65	127.9	Rwys 8L/26R	Rwys 8R/26L	Rwys 9L/27R	Rwys 9R/27L	Rwys 10/28	Rwys 8L/R, 26L/R	Rwys 9L/R, 27L/R	Rwys 10/28
		119.1	125.325	123.85	119.3	119.5	121.9	121.75	121.65

BRIEFING STRIP™

WAAS <b>Ch 61000</b> W-26B	Final Apch Crs <b>275°</b>	<b>AJAAY</b> 2700' (1710')	LPV DA(H) <b>1190' (200')</b>	Apt Elev 1026' TDZE 990'	<p>3100 MSA RW26R</p>
<b>MISSED APCH: Climb to 1500' then climbing RIGHT turn to 3500' direct TROYS and hold.</b>					
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 Rwy 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.



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

TERPS			STRAIGHT-IN LANDING RWY 26R		LNAV	
LPV DA(H) <b>1190' (200')</b>			LNAV/VNAV DA(H) <b>1426' (436')</b>		LNAV MDA(H) <b>1460' (470')</b>	
TDZ/CL out		RAIL/ALS out	RAIL/ALS out		RAIL/ALS out	
A					RVR 24 or 1/2	RVR 50 or 1
B	RVR 18 or 1/2	RVR 24 or 1/2	RVR 40 or 3/4	RVR 50 or 1	1 1/2	1 1/2
C					RVR 50 or 1	
D						

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

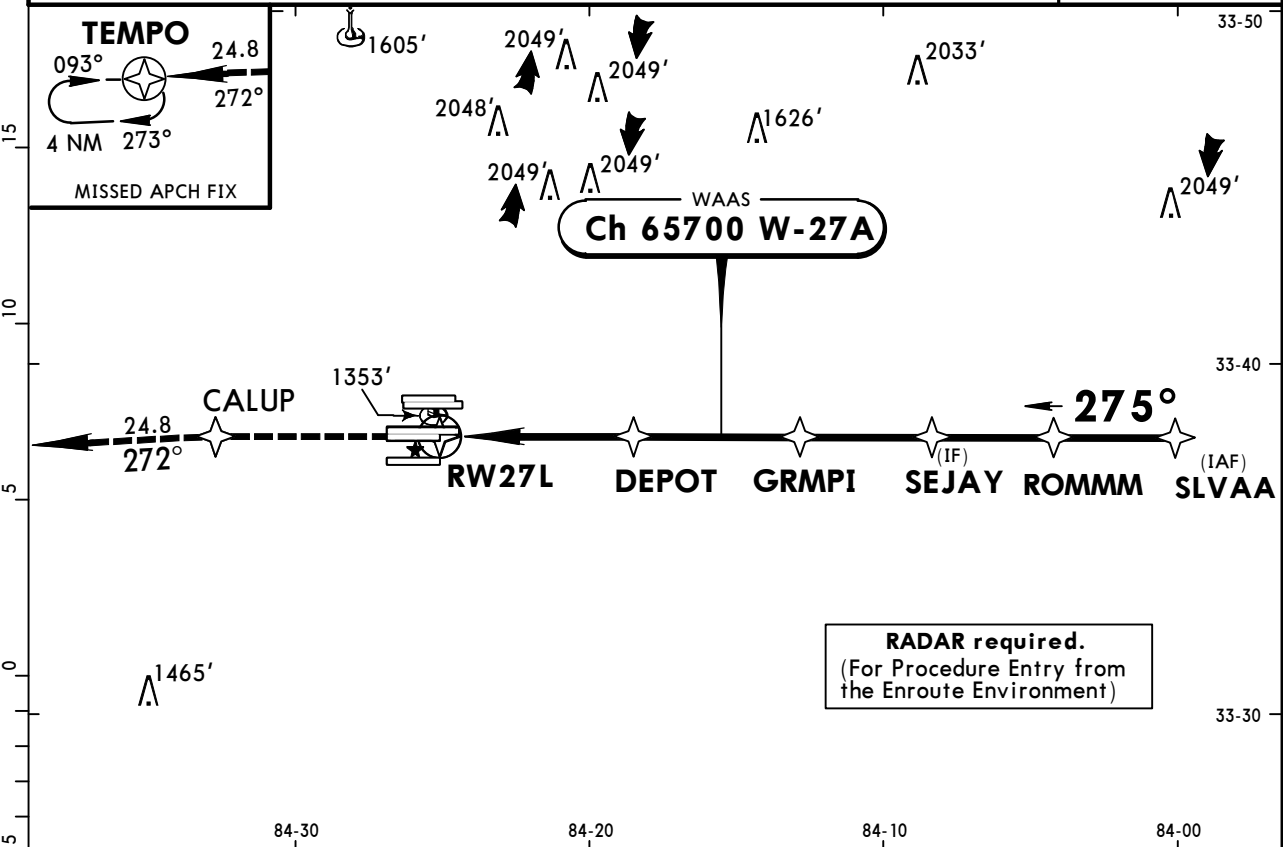
TERPS AMEND 4A 12 OCT 2017

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

**JEPPESSEN**  
 20 OCT 17 **(12-8)**

**ATLANTA, GA**  
**RNAV (GPS) Rwy 27L**

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	Rwys 9L/R, 27L/R	Ground Rwys 8L/R, 26L/R	Rwys 10/28
	119.65	127.9	119.3	119.1	125.325	123.85	119.5	121.75	121.9	121.65
	WAAS <b>Ch 65700</b> W-27A		Final Apch Crs <b>275°</b>	Minimum Alt <b>DEPOT</b> <b>2800'</b> (1801')		LPV DA(H) <b>1199'</b> (200')	Apt Elev 1026'		<div style="border: 1px solid black; border-radius: 50%; width: 100px; height: 100px; margin: 0 auto;"></div> 3100  MSA RW27L	
<b>MISSED APCH: Climb to 4000' direct CALUP and on track 272° to TEMPO and hold.</b>										
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. 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.										
RW27L      DEPOT      GRMPI      SEJAY      ROMMM      SLVAA TCH 58'      1.7 NM to RW27L      2800'      4000'      5000'      6000'      7000' TDZE 999'      1.7      3.8      4.7      3.8      3.5      3.5      21.0										
Gnd speed-Kts	70	90	100	120	140	160	ALSIF-II		4000'	CALUP ↗
Glide Path Angle	3.00°	372	478	531	637	743	849	PAPI	↕	
LPV, LNAV/VNAV: MAP at DA										
LNAV: MAP at RW27L										

TERPS						
LPV			STRAIGHT-IN LANDING RWY 27L		LNAV	
DA(H) <b>1199'</b> (200')			LNAV/VNAV		MDA(H) <b>1620'</b> (621')	
TDZ/CL out			ALS out		ALS out	
A					RVR <b>24</b> or 1/2	RVR <b>50</b> or 1
B	RVR <b>18</b> or 1/2	RVR <b>24</b> or 1/2	RVR <b>40</b> or 3/4	1 3/8	1 7/8	
C					1 3/8	1 7/8
D						

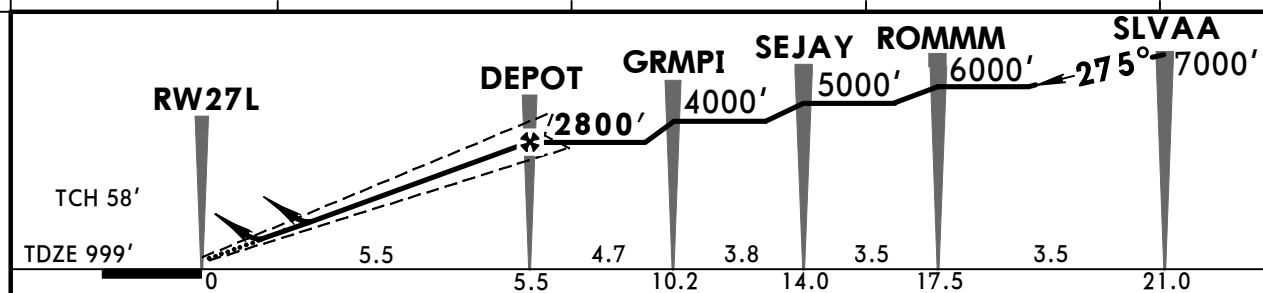
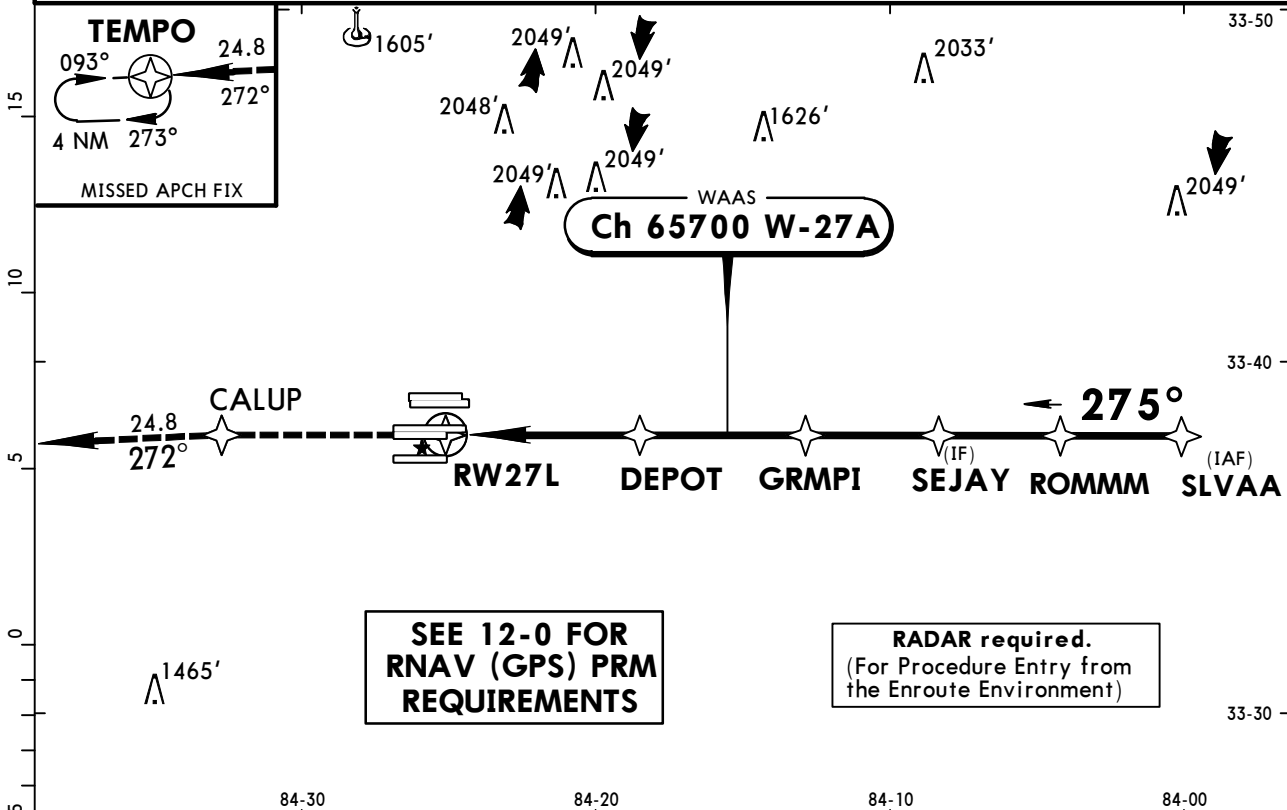
TERPS AMEND 5A 12 OCT 2017

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

**JEPPesen**  
 20 OCT 17 **(12-8A)**

**ATLANTA, GA**  
**RNAV (GPS) PRM Rwy 27L**  
 (SIMULTANEOUS CLOSE PARALLEL)

BRIEFING STRIP™	D-ATIS Arrival	ATLANTA Approach (R)	ATLANTA Tower					Ground		
	119.65	127.9	Rwys 9R/27L 119.3	Rwys 8L/26R 119.1	Rwys 8R/26L 125.325	Rwys 9L/27R 123.85	Rwys 10/28 119.5	Rwys 9L/R, 27L/R 121.75	Rwys 8L/R, 26L/R 121.9	Rwys 10/28 121.65
WAAS <b>Ch 65700</b> W-27A		Final Apch Crs <b>275°</b>	Minimum Alt <b>DEPOT</b> 2800' (1801')	LPV DA(H) <b>1199'</b> (200')	Apt Elev 1026'		MSA RW27L 3100			
<b>MISSED APCH:</b> Climb to 4000' direct CALUP and on track 272° to TEMPO and hold.										
Alt Set: INCHES      Trans level: FL 180      Trans alt: 18000' 1. <b>Dual VHF comm required.</b> 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 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	ALSIF-II PAPI	4000'	D → CALUP
Glide Path Angle	3.00°	372	478	531	637	743			

TERPS	STRAIGHT-IN LANDING RWY 27L			
	LPV DA(H) 1199' (200')		LNAV/VNAV DA(H) 1528' (529')	
	TDZ/CL out		ALS out	
	A	B	C	D
RVR 18 or 1/2	RVR 24 or 1/2	RVR 40 or 3/4	1 3/8	1 7/8

TERPS AMEND 0A 12 OCT 2017

# KATL/ATL HARTSFIELD- JACKSON ATLANTA INTL



# ATLANTA, GA

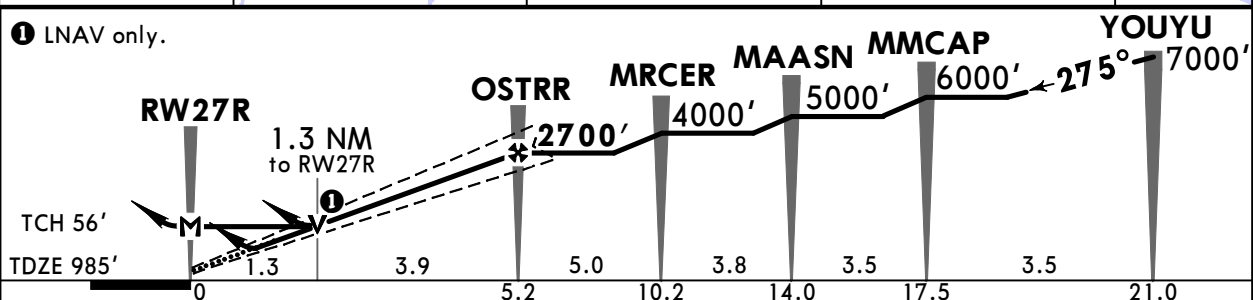
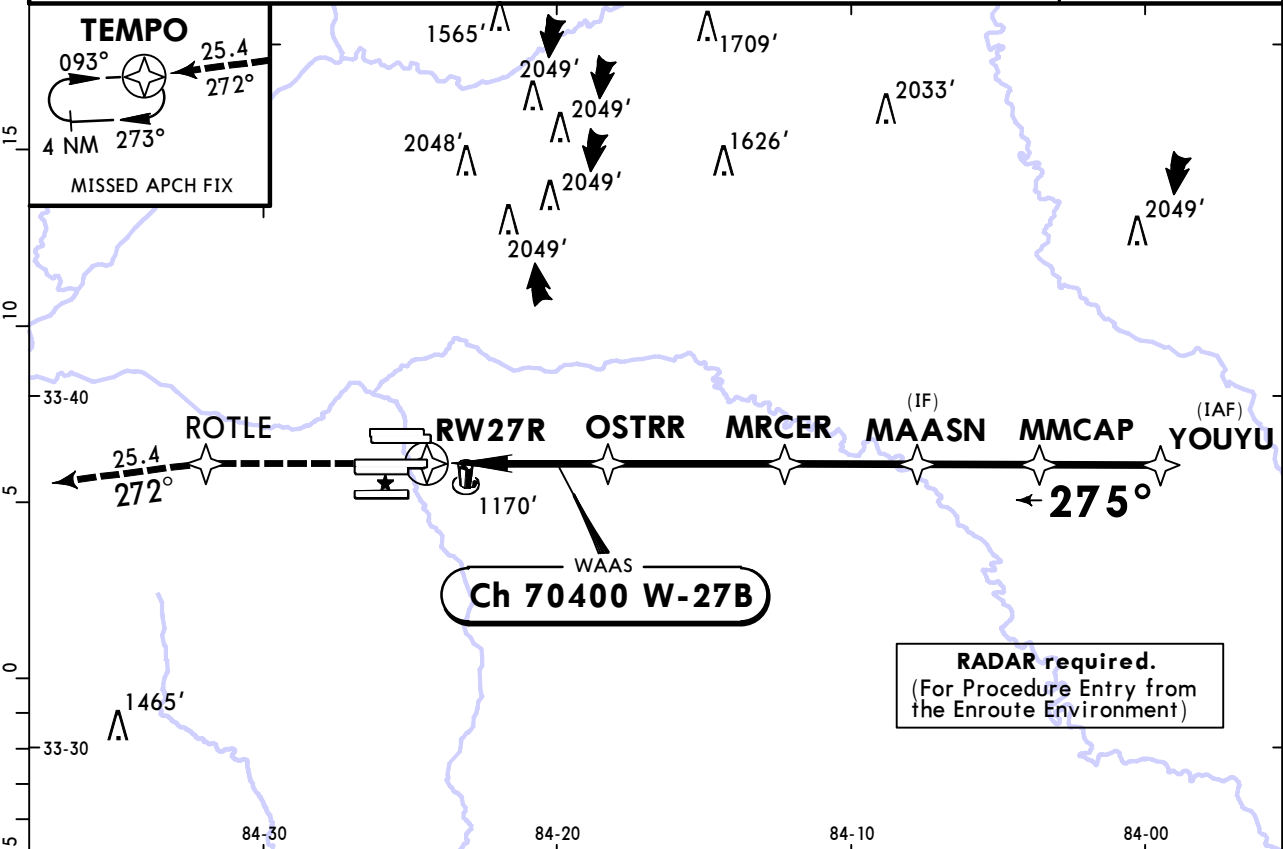
19 JAN 24

(12-9)

Eff 25 Jan

## RNAV (GPS) Rwy 27R

BRIEFING STRIP™	D-ATIS Arrival	ATLANTA Approach (R)	ATLANTA Tower					Ground		
	119.65	127.9	Rwys 9L/27R	Rwys 8L/26R	Rwys 8R/26L	Rwys 9R/27L	Rwys 10/28	Rwys 9L/R, 27L/R	8L/R, 26L/R	Rwys 10/28
			123.85	119.1	125.32	119.3	119.5	121.75	121.9	121.65
	WAAS <b>Ch 70400</b> W-27B	Final Apch Crs <b>275°</b>	<b>OSTRR</b> 2700' (1715')		<b>LPV</b> DA(H) <b>1185'</b> (200')		Apt Elev 1026'		TDZE 985'	
<b>MISSED APCH: Climb to 4000' direct ROTLE and on track 272° to TEMPO and hold.</b>									<div style="border: 1px solid black; border-radius: 50%; width: 100px; height: 100px; margin: 0 auto;"></div> <p>3100</p> <p>MSA RW27R</p>	
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.										



Gnd speed-Kts	70	90	100	120	140	160	MALS PAPI 4000' ROTLE
Glide Path Angle	3.00°	372	478	531	637	743	
MAP at RW27R							

TERPS AMEND 4 18 SEP 2014	<b>TERPS</b>				<b>STRAIGHT-IN LANDING RWY 27R</b>			
	LPV DA(H) <b>1185'</b> (200')		LNAV/VNAV DA(H) <b>1461'</b> (476')		LNAV MDA(H) <b>1460'</b> (475')			
	ALS out		ALS out		ALS out		ALS out	
	A					RVR 40 or 3/4	RVR 50 or 1	
B								
C	RVR 40 or 3/4		1 3/8	1 5/8				
D					RVR 60 or 1/4	1 1/2		

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

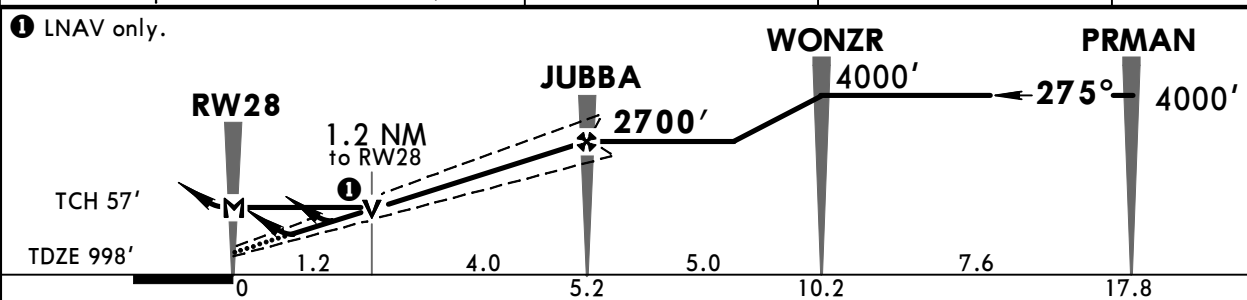
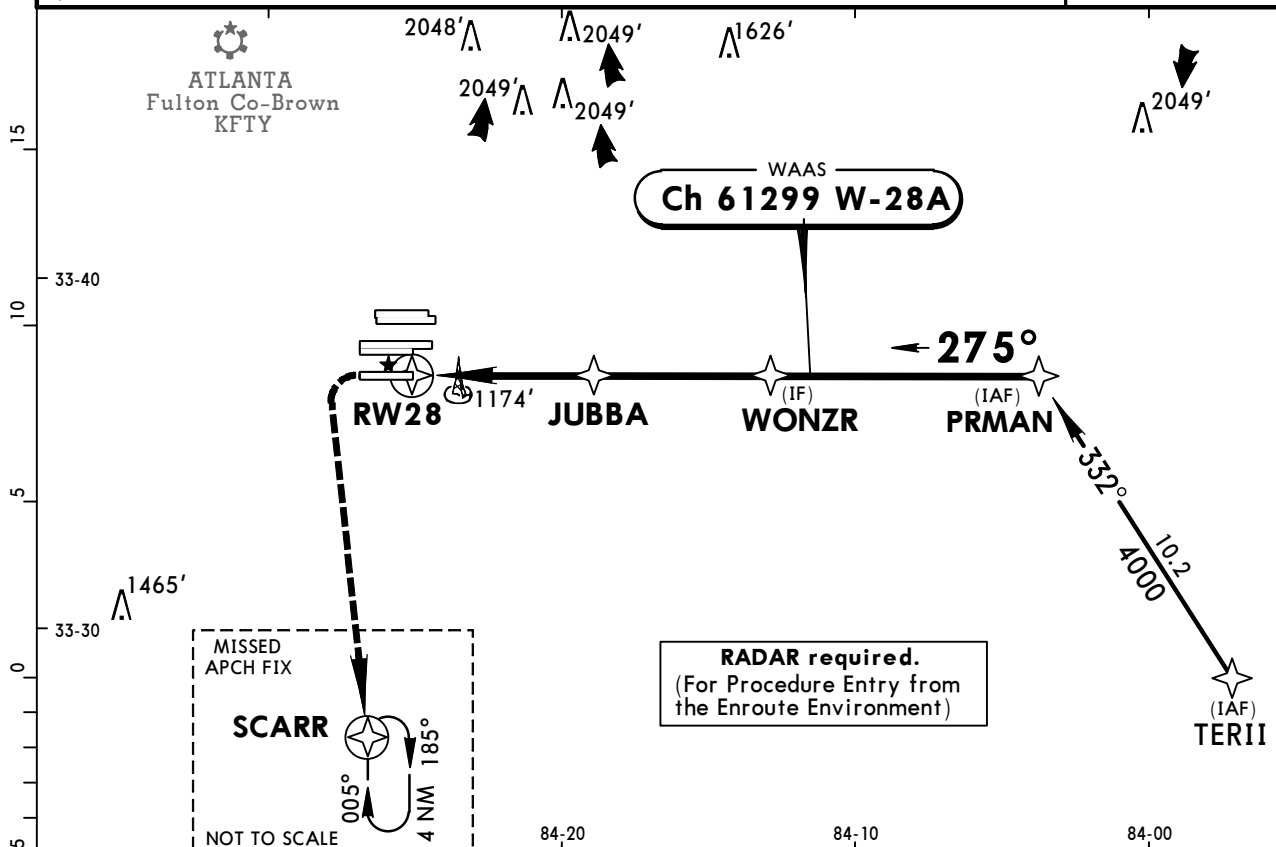


**ATLANTA, GA**

15 JUN 18 (12-10)

**RNAV (GPS) Y Rwy 28**

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	125.325	123.85	119.3	121.65	121.9	121.75		
	WAAS <b>Ch 61299</b> W-28A	Final Apch Crs <b>275°</b>	Minimum Alt <b>JUBBA</b> <b>2700'</b> (1702')		LPV DA(H) <b>1198'</b> (200')	Apt Elev 1026' TDZE 998'		<div style="border: 1px solid black; border-radius: 50%; width: 100px; height: 100px; margin: 0 auto; display: flex; align-items: center; justify-content: center;">3100</div> <p>MSA RW28</p>				
<b>MISSED APCH:</b> Climb to 1500' then climbing LEFT 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 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.												



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II PAPI	1500'	3000'	D → SCARR
Glide Path Angle	3.00°	372	478	531	637	743		849	↑	
LPV, LNAV/VNAV: MAP at DA										
LNAV: MAP at RW28										

	TERPS		STRAIGHT-IN LANDING RWY 28		LNAV	
	LPV DA(H) 1198'(200')	LNAV/VNAV DA(H) 1250'(252')	LNAV MDA(H) 1440'(442')	ALS out	ALS out	ALS out
A						
B	RVR 18	RVR 24	RVR 40			RVR 24 or 1/2
C	or 1/2	or 1/2	or 3/4	RVR 24 or 1/2	RVR 50 or 1	
D						RVR 45 or 7/8
						1 3/8

TERPS AMEND 4A 12 OCT 2017

# KATL/ATL HARTSFIELD- JACKSON ATLANTA INTL



# ATLANTA, GA

15 JUN 18

**12-10A**

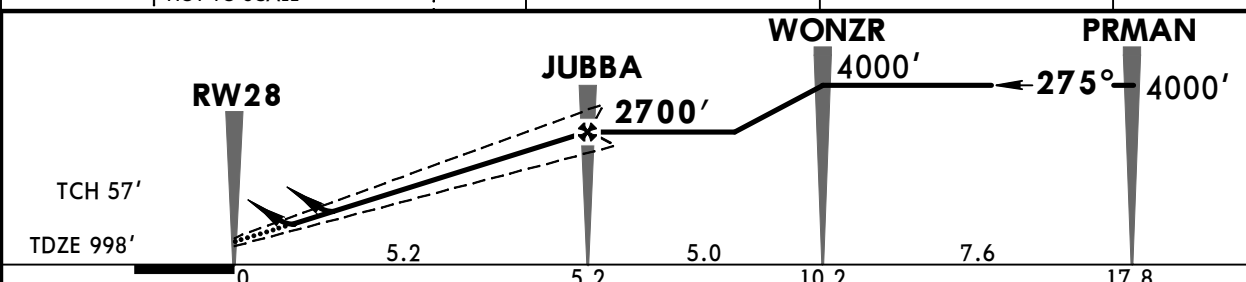
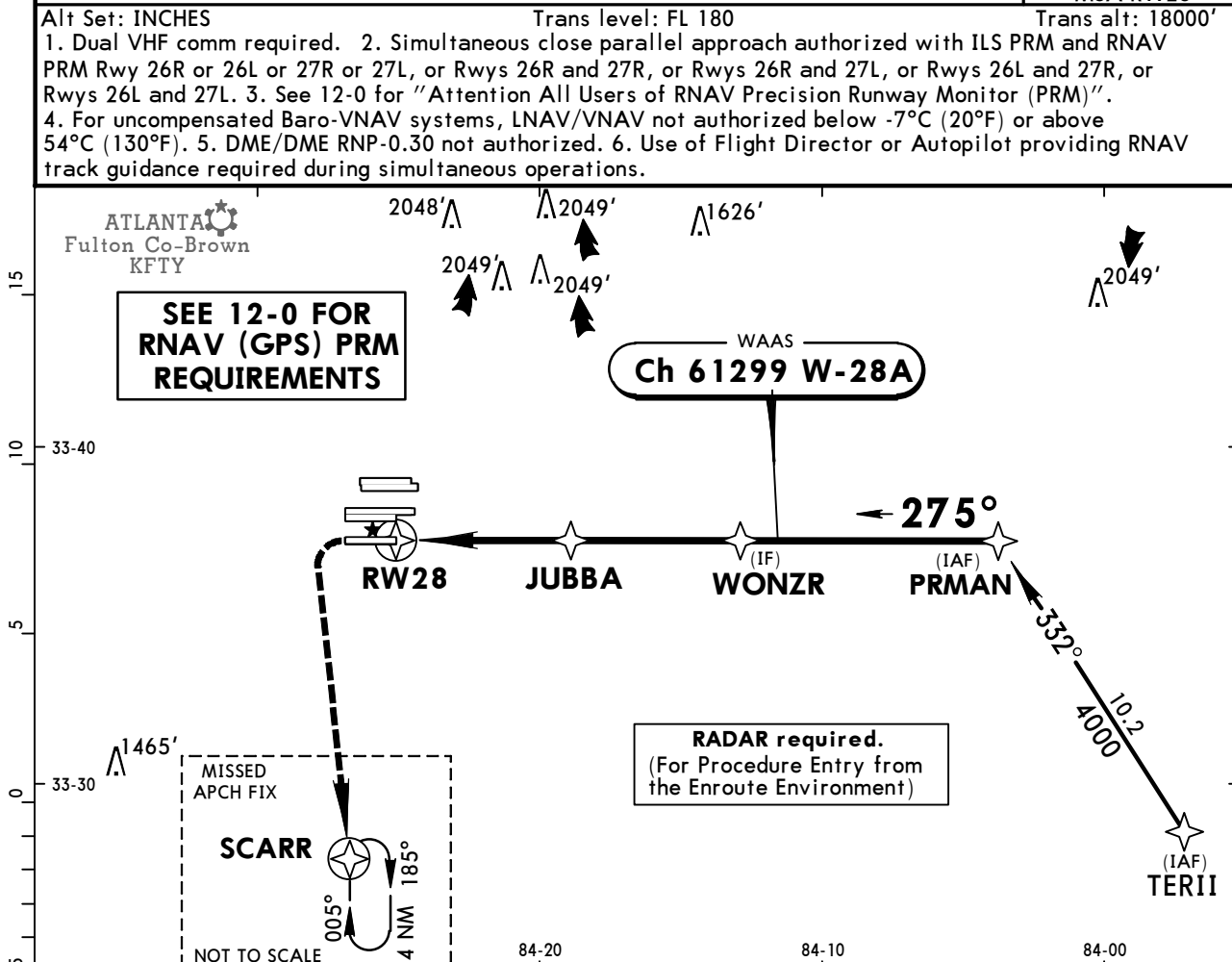
## RNAV (GPS) PRM Y Rwy 28

(SIMULTANEOUS CLOSE PARALLEL)

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	Ground		
	119.65	127.9	119.5	119.1	125.325	123.85	119.3		Rwys 10/28	Rwys 8L/R, 26L/R	Rwys 9L/R, 27L/R
	WAAS Ch 61299 W-28A		Final Apch Crs 275°		Minimum Alt JUBBA 2700' (1702')		LPV DA(H) 1198' (200')		Apt Elev 1026'		3100
	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. 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	ALSIF-II PAPI	1500'	3000'	D → SCARR
Glide Path Angle	3.00°	372	478	531	637	743				
LPV, LNAV/VNAV: MAP at DA										

TERPS AMEND 0A 12 OCT 2017	STRAIGHT-IN LANDING RWY 28				
	LPV DA(H) 1198' (200')			LNAV/VNAV DA(H) 1250' (252')	
	TDZ/CL out	ALS out		ALS out	
	A				
B					
C	RVR 18 or 1/2	RVR 24 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2	RVR 40 or 3/4
D					

# KATL/ATL HARTSFIELD- JACKSON ATLANTA INTL

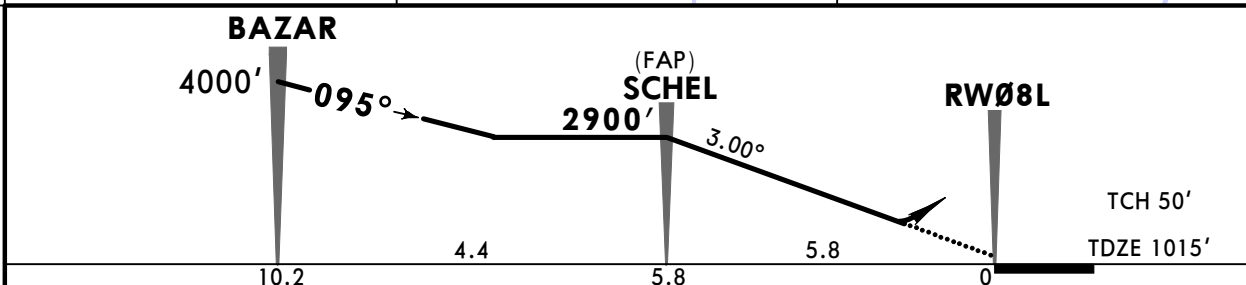
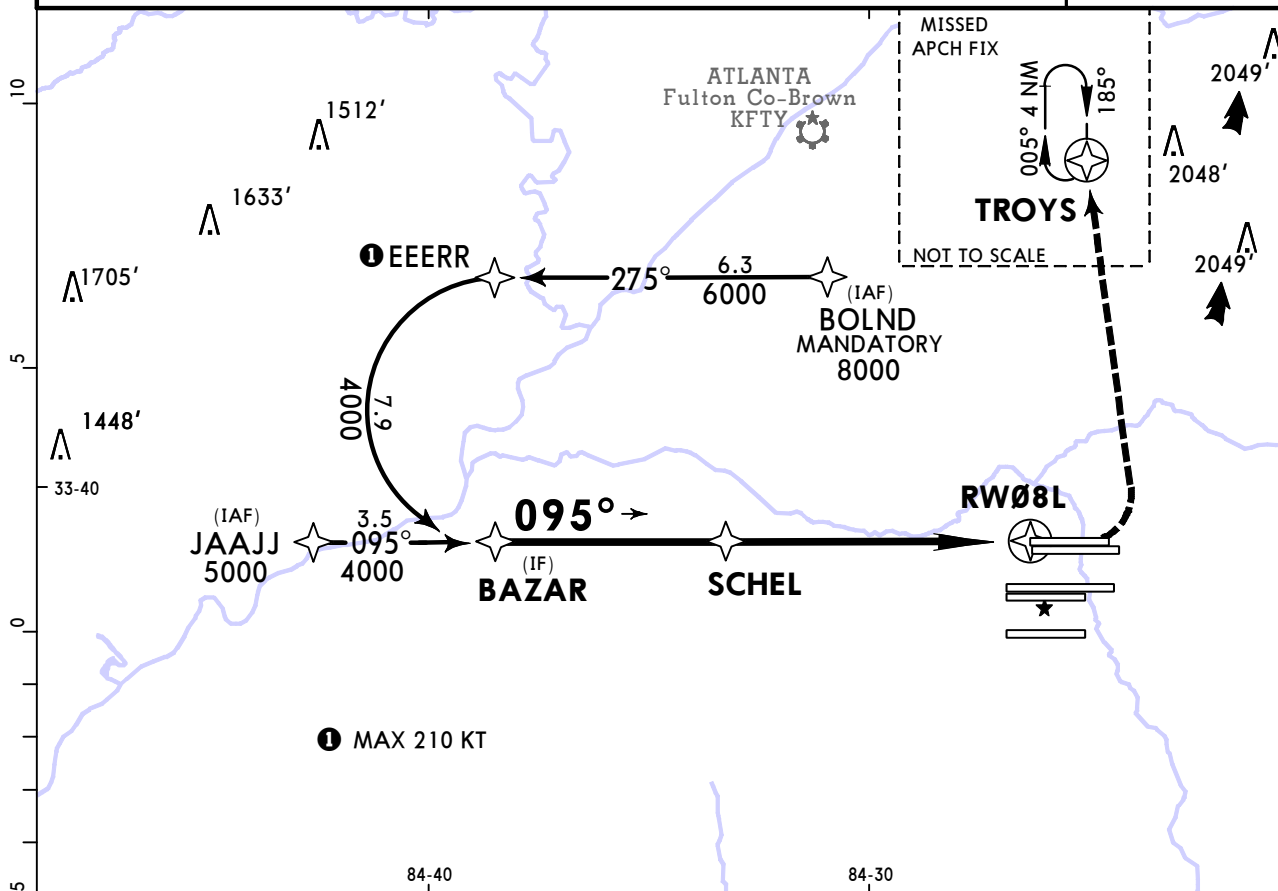


# ATLANTA, GA

17 FEB 23  
Eff 23 Feb (12-20)

## RNAV (RNP) Z Rwy 8L

D-ATIS Arrival	ATLANTA Approach (R)	ATLANTA Tower					Ground		
119.65	127.9	Rwys 8L/26R	Rwys 8R/26L	Rwys 9L/27R	Rwys 9R/27L	Rwys 10/28	Rwys 8L/R, 26L/R	Rwys 9L/R, 27L/R	Rwys 10/28
		119.1	125.325	123.85	119.3	119.5	121.9	121.75	121.65
RNAV	Final Apch Crs <b>095°</b>	SCHEL <b>2900'</b> (1885')		RNP 0.15 DA(H) <b>1380'</b> (365')		Apt Elev 1026'		TDZE 1015'	
<b>MISSED APCH:</b> Climb to 1500' then climbing LEFT turn to 3500' direct TROYS and hold.									
RNP AR Apch - GPS			Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'		
1. Authorization required. 2. For uncompensated Baro-VNAV systems, procedure not authorized below -5°C or above 54°C. 3. Simultaneous approach authorized. 4. Arrival from BOLND not authorized during simultaneous triple approaches. 5. VGSI and RNAV glidepath not coincident (VGSI angle 3.00°/TCH 70').									



Gnd speed-Kts	70	90	100	120	140	160	ALS F-II PAPI	1500'	3500'	TROYS
Glide Path Angle	3.00°	372	478	531	637	743		849	↑	

<b>TERPS</b>				STRAIGHT-IN LANDING RWY 8L			
RNP 0.15 DA(H) <b>1380'</b> (365')		ALS out		RNP 0.30 DA(H) <b>1458'</b> (443')		ALS out	
A							
B							
C	RVR 35 or 5/8		RVR 55 or 1		RVR 45 or 7/8		1 3/8
D							

TERPS AMEND 1A 23 FEB 2023

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

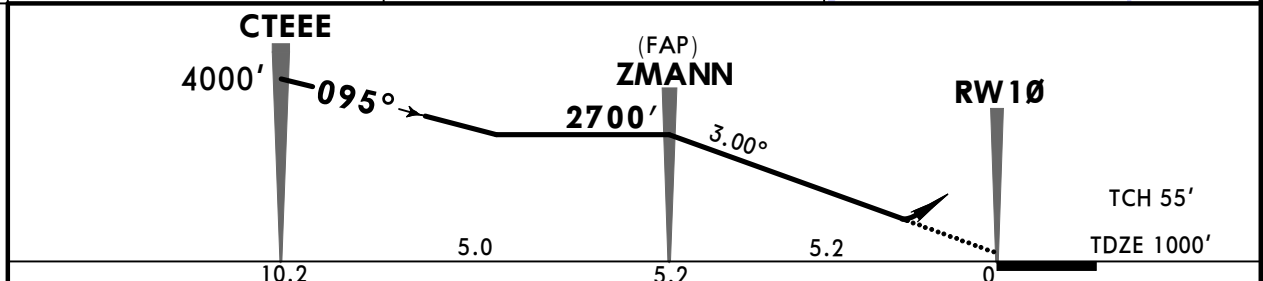
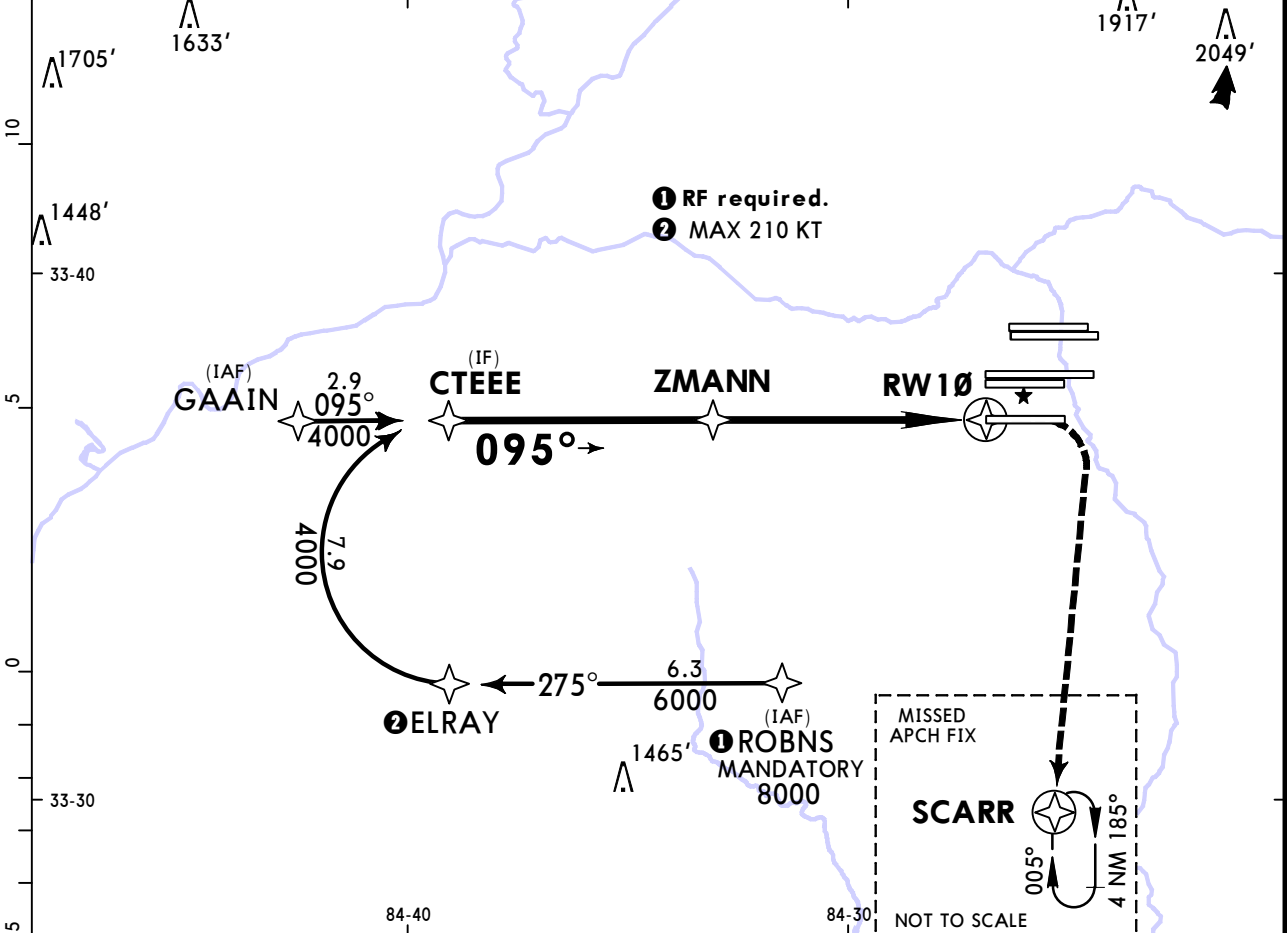


**ATLANTA, GA**

17 FEB 23  
**Eff 23 Feb** (12-21)

**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	125.325	123.85	119.3	121.65	121.75	121.9					
RNAV	Final Apch Crs <b>095°</b>	<b>ZMANN</b> 2700' (1700')		RNP 0.11 DA(H) <b>1290'</b> (290')		Apt Elev 1026' TDZE 1000'		<p>3100 MSA RW10</p>						
<b>MISSED APCH: Climb to 1500' then climbing RIGHT turn to 3000' direct SCARR and hold.</b>														
Alt Set: INCHES			Trans level: FL 180				Trans alt: 18000'							
GPS required.														
1. Authorization required. 2. For uncompensated Baro-VNAV systems, procedure not authorized below -8°C (18°F) or above 54°C (130°F). 3. Simultaneous approach authorized; arrival from ROBNS not authorized.														



Gnd speed-Kts	70	90	100	120	140	160	ALS-II	1500'	3000'	D → SCARR
Glide Path Angle	3.00°	372	478	531	637	743	PAPI	↑	RT	

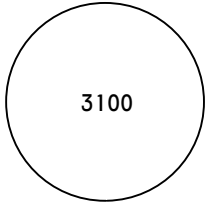
<b>TERPS</b>				STRAIGHT-IN LANDING RWY 10			
RNP 0.11 DA(H) <b>1290'</b> (290')		RNP 0.30 DA(H) <b>1456'</b> (456')		ALS out		ALS out	
A							
B							
C	RVR 24 or 1/2	RVR 45 or 7/8	RVR 50 or 1				1 1/2
D							

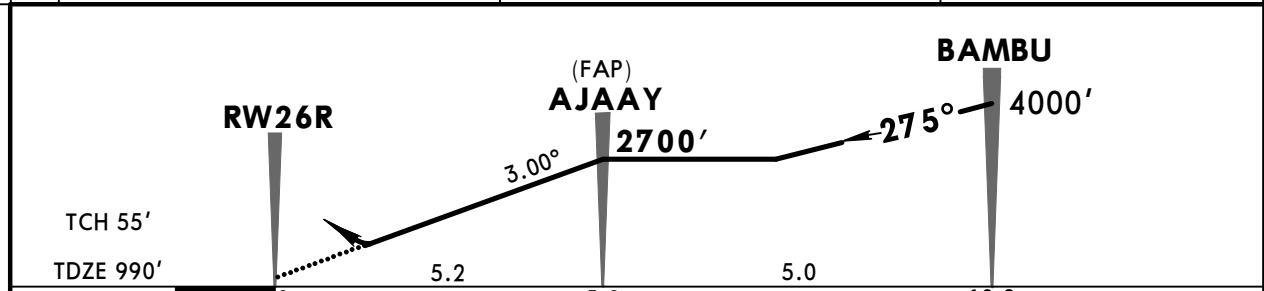
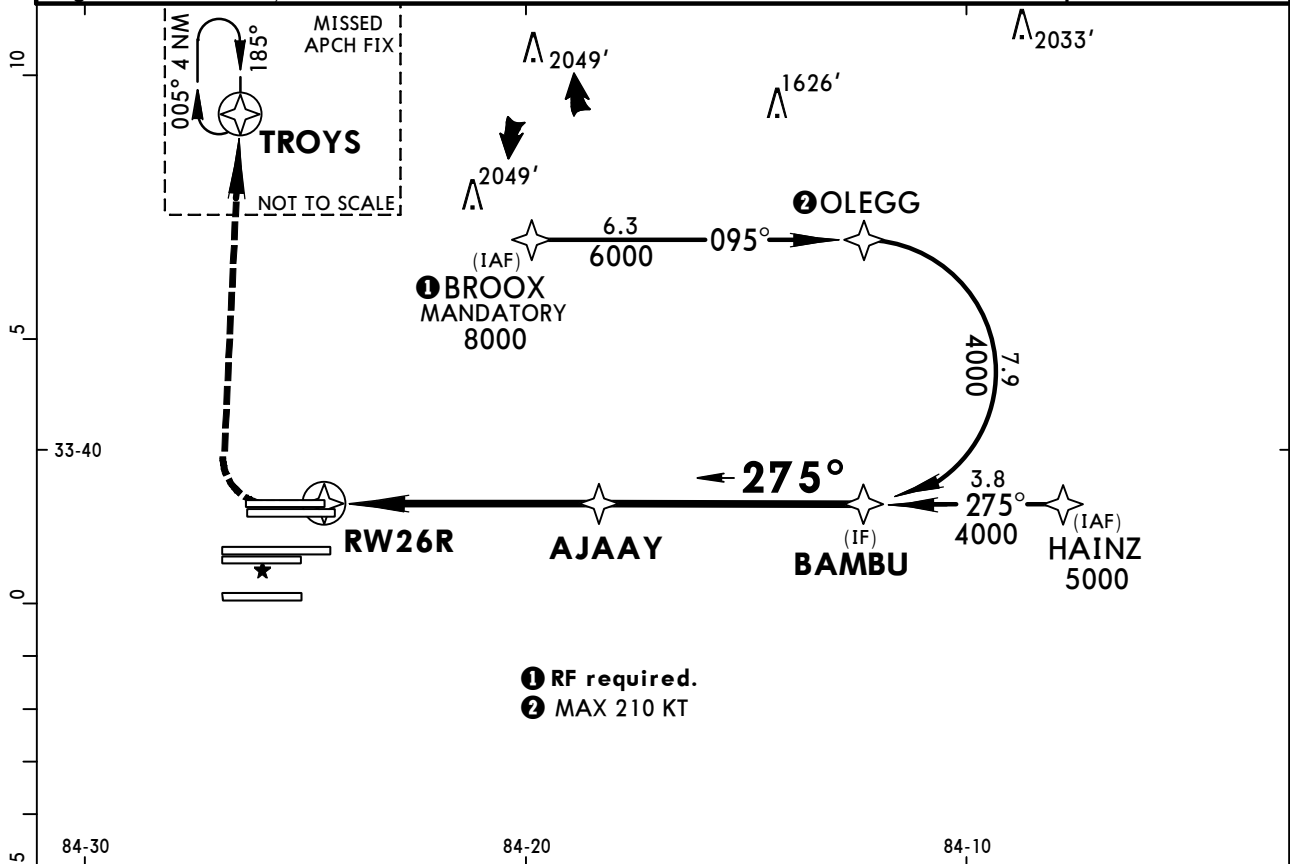
TERPS AMEND 1 12 OCT 2017

# KATL/ATL HARTSFIELD- JACKSON ATLANTA INTL

15 JUN 18 **12-22**

**ATLANTA, GA**  
**RNAV (RNP) Z Rwy 26R**

D-ATIS Arrival	ATLANTA Approach (R)	ATLANTA Tower					Ground		
119.65	127.9	Rwys 8L/26R	Rwys 8R/26L	Rwys 9L/27R	Rwys 9R/27L	Rwys 10/28	Rwys 8L/R, 26L/R	Rwys 9L/R, 27L/R	Rwys 10/28
		119.1	125.325	123.85	119.3	119.5	121.9	121.75	121.65
RNAV	Final Apch Crs <b>275°</b>	Minimum Alt <b>AJAAY</b>	RNP 0.30 DA(H)		Apt Elev 1026'				
		<b>2700'</b> (1710')	<b>1402'</b> (412')		TDZE 990'				
<b>MISSED APCH: Climb to 1500' then climbing RIGHT turn to 3500' direct TROYS and hold.</b>									
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 -8°C (18°F) or above 54°C (130°F). 4. Simultaneous approach authorized. Arrival from BROOX not authorized during simultaneous triple approaches. 5. VGSI and RNAV glidepath not coincident (VGSI angle 3.00°/TCH 69').									



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

**TERPS** STRAIGHT-IN LANDING RWY 26R  
RNP 0.30  
DA(H) **1402'** (412')

RAIL/ALS out	
A	
B	
C	RVR 45 or 7/8
D	13/8

TERPS AMEND 1 12 OCT 2017

# KATL/ATL HARTSFIELD- JACKSON ATLANTA INTL



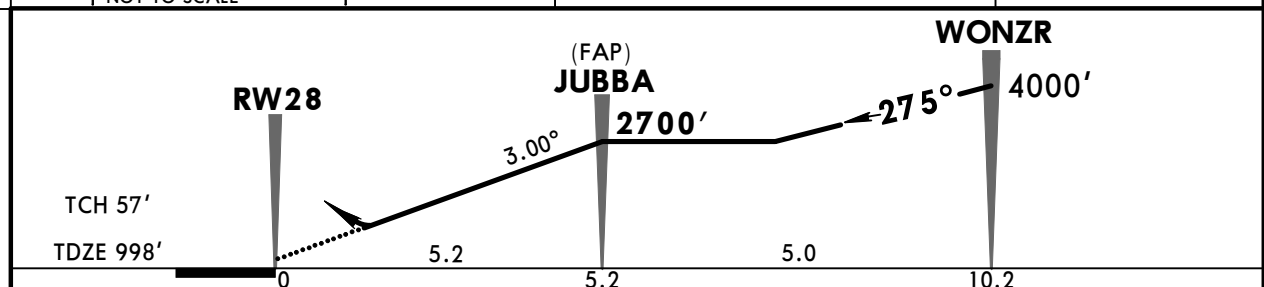
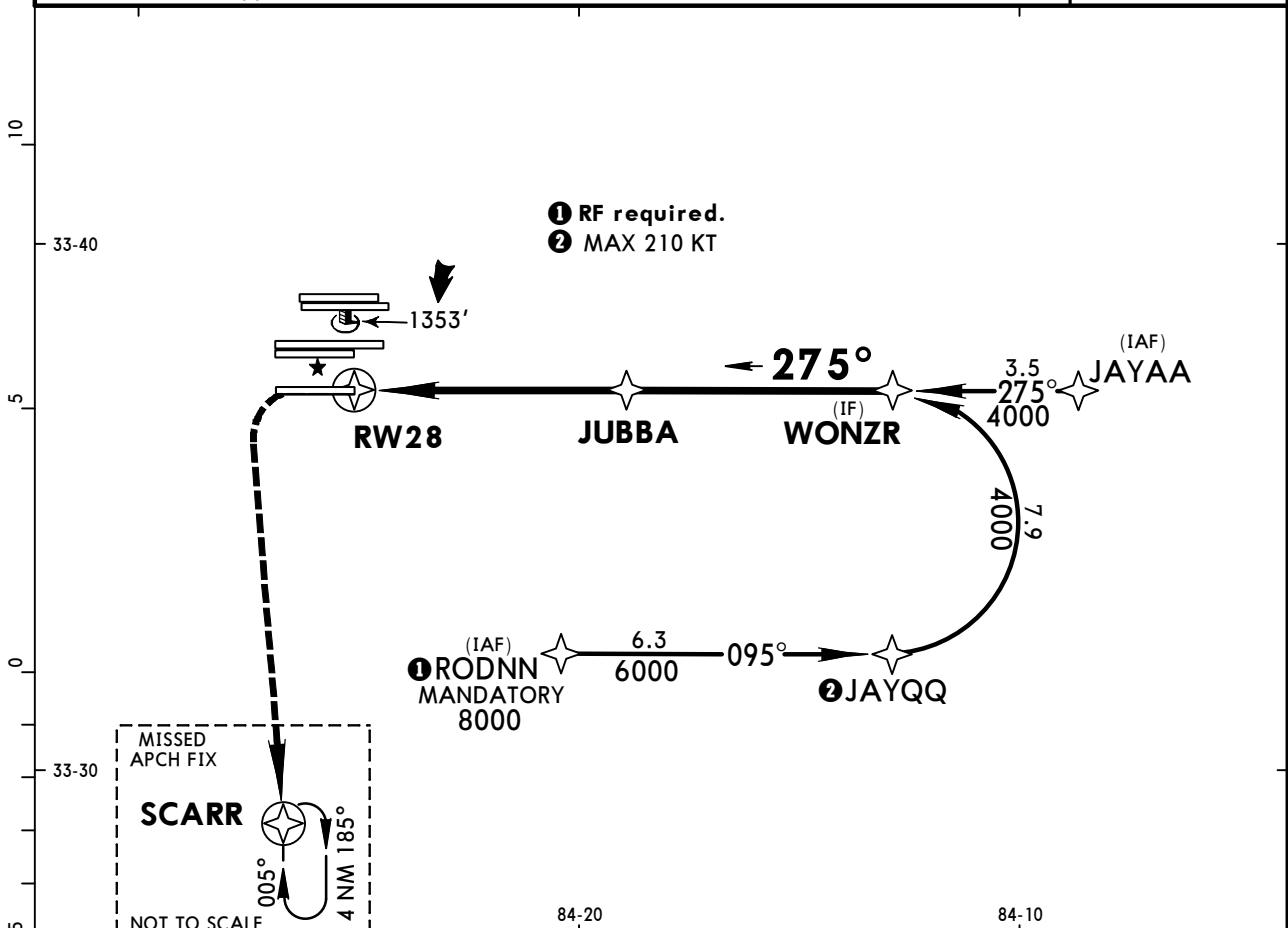
# ATLANTA, GA

15 JUN 18

12-23

# RNAV (RNP) Z Rwy 28

D-ATIS Arrival	ATLANTA Approach (R)	Rwys 10/28	Rwys 8R/26L	ATLANTA Tower Rwys 8L/26R	Rwys 9L/27R	Rwys 9R/27L	Rwys 10/28	Ground Rwys 9L/R, 27L/R	Rwys 8L/R, 26L/R
119.65	127.9	119.5	125.325	119.1	123.85	119.3	121.65	121.75	121.9
RNAV	Final Apch Crs <b>275°</b>	Minimum Alt <b>JUBBA</b> 2700' (1702')	RNP 0.11 DA(H) <b>1248'</b> (250')	Apt Elev 1026'	TDZE 998'				
<b>MISSED APCH:</b> 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 -8°C (18°F) or above 54°C (130°F). 4. Simultaneous approach authorized; arrival from RODNN not authorized.									



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

<b>TERPS</b>				STRAIGHT-IN LANDING RWY 28			
RNP 0.11 DA(H) <b>1248'</b> (250')		RNP 0.30 DA(H) <b>1295'</b> (297')		ALS out		ALS out	
A							
B							
C	RVR 24 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2	RVR 45 or 7/8			
D							

TERPS AMEND 1 12 OCT 2017

## Chart changes since cycle 04-2025

ADD = added chart, REV = revised chart, DEL = deleted chart.

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
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ATLANTA, GA (HARTSFIELD/JACKSON ATLANTA INT - KATL)

## TERMINAL CHART CHANGE NOTICES

### Chart Change Notices for Airport KATL

**Type:** Terminal

**Effectivity:** Temporary

**Begin Date:** Immediately

**End Date:** Until Further Notice

(Series) Airport name changed from HARTSFIELD-JACKSON ATLANTA INTL to HARTSFIELD/JACKSON ATL INTL.

### Chart Change Notices for Country USA

**Type:** Gen Tmnl

**Effectivity:** Temporary

**Begin Date:** Immediately

**End Date:** Until Further Notice

Due to a change of the FAA's statute mile equivalent value for RVR, approach charts with a visibility of RVR 55 or 1 1/4 should be RVR 55 or 1.

**Type:** Gen Tmnl

**Effectivity:** Temporary

**Begin Date:** Immediately

**End Date:** Until Further Notice

ILS Procedures RVR 1800 Statute Mile Equivalent-U.S. FAA Airports On a number of ILS approach procedures at U.S. FAA airports, the published landing visibility value of RVR 1800 depicts a Statute Mile equivalent value of 3/8 Statute Mile. According to FAA FAR and AIM publications, the Statute Mile equivalent for RVR 1800 should be 1/2 Statute Mile Beginning with the revision dated 20 May 2016 affected U.S. ILS approach charts will be updated to depict the appropriate Statute Mile equivalent visibility of 1/2 Statute Mile.

**Type:** Gen Tmnl

**Effectivity:** Temporary

**Begin Date:** Immediately

**End Date:** Until Further Notice

MALSR & SSALR RAIL out Lighting Condition - U.S. FAA Locations The FAA has confirmed that for MALSR and SSALR approach light systems, the RAIL out, or partial system condition, is not applicable when determining landing visibilities When any component of a MALSR or SSALR approach light system is inoperative, such as RAIL out, the landing visibilities should be determined as if the entire lighting system were inoperative (ALS out). Therefore, the RAIL out visibility column should be disregarded.