

List of pages in this Trip Kit

Trip Kit Index

Airport Information For KATL

Terminal Charts For KATL

Revision Letter For Cycle 07-2023

Change Notices

Notebook

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: 1106 Z
Sunset: 0009 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

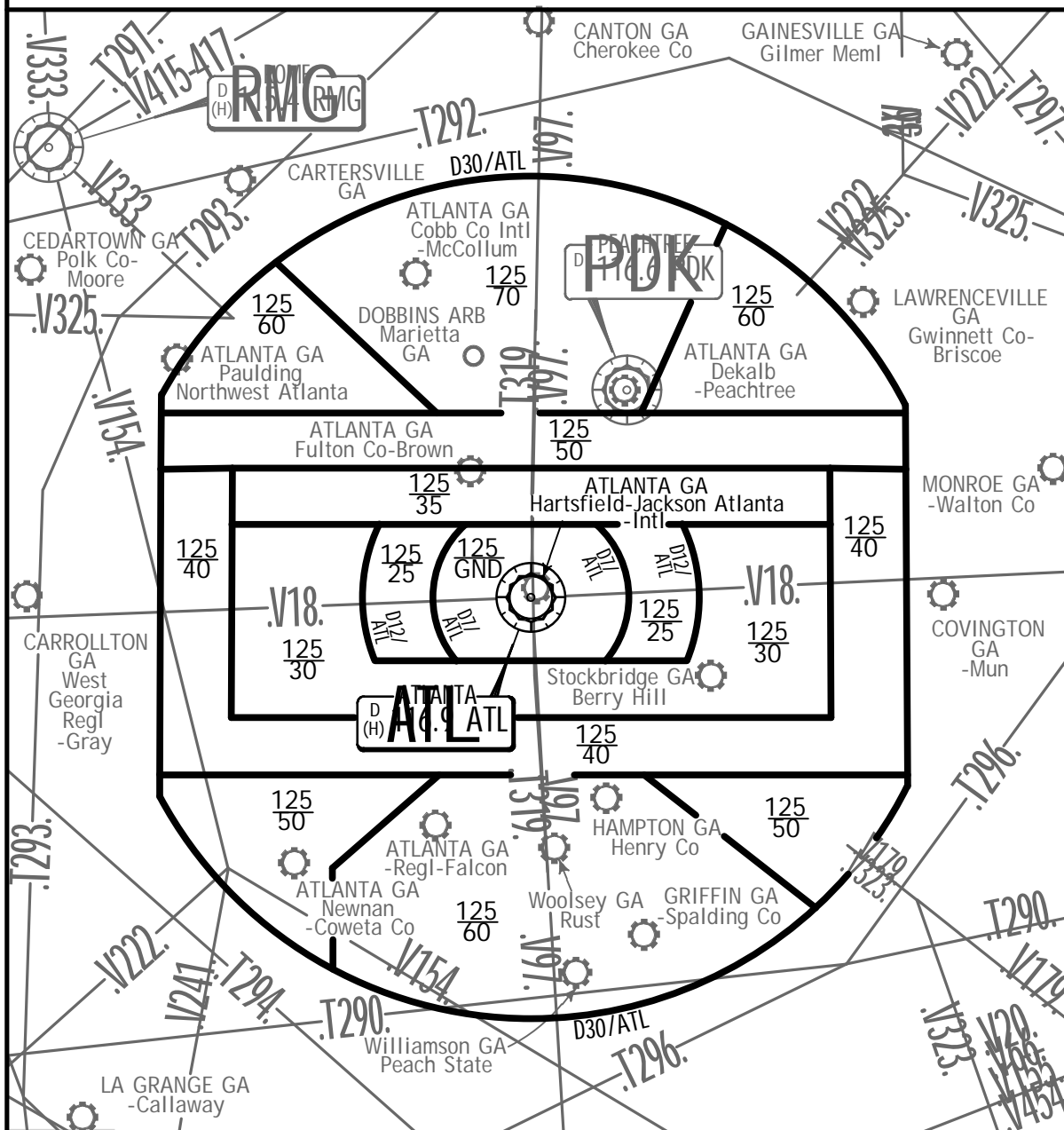
ATIS: 119.650 Arrival Service
ATIS: 125.550 Departure Service
Atlanta Tower: 133.425
Atlanta Tower: 132.550
Atlanta Tower: 126.900
Atlanta Tower: 125.325
Atlanta Tower: 123.850
Atlanta Tower: 119.500
Atlanta Tower: 119.300
Atlanta Tower: 119.100
Atlanta Ground: 121.650
Atlanta Ground: 121.900
Atlanta Ground: 121.750
Ramp Control Ramp/Taxi: 131.375
Ramp Control Ramp/Taxi: 130.775
Ramp Control Ramp/Taxi: 131.875
Ramp Control Ramp/Taxi: 130.075
Ramp Control Ramp/Taxi: 129.400
Ramp Control Ramp/Taxi: 129.375
Ramp Control Ramp/Taxi: 129.275
Ramp Control Ramp/Taxi: 129.250
Ramp Control Ramp/Taxi: 128.975
Ramp Control Ramp/Taxi: 131.450
Ramp Control Ramp/Taxi: 131.850
Atlanta Clearance Delivery: 118.100
Atlanta Approach: 127.900 Initial Contact
Atlanta Approach: 127.250
Atlanta Approach: 124.600
Atlanta Approach: 128.000
Atlanta Approach: 135.375
Atlanta Departure: 121.225
Atlanta Departure: 125.650
Atlanta Departure: 133.475
Atlanta UNICOM: 122.950

ATLANTA CLASS B AIRSPACE

CLASS B AIRSPACE VFR COMMUNICATIONS

N of V-18 & W of V-97 Atlanta App 121.0
S of V-18 & W of V-97 Atlanta App 119.8

N of V-18 & E of V-97 Atlanta App 126.97
S of V-18 & E of V-97 Atlanta App 128.0



FOR OPERATING RULES AND PILOT AND EQUIPMENT REQUIREMENTS

SEE FAR 91.131, 91.117 AND 91.215

FLIGHT PROCEDURES

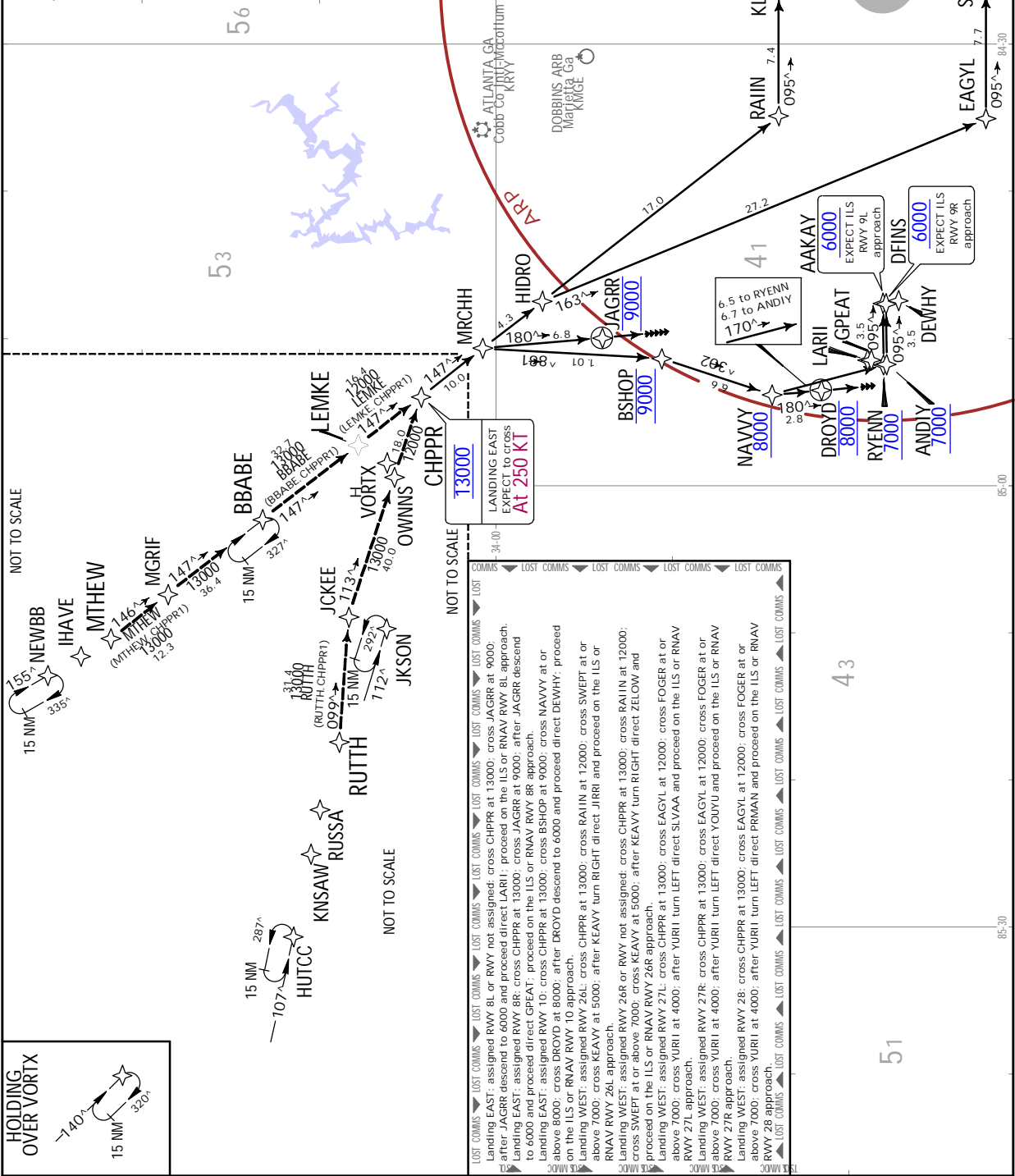
IFR Flights-Aircraft within Class B airspace are required to operate in accordance with current IFR procedures.

VFR Flights-

- a. Arriving aircraft should contact Atlanta Approach Control on specified frequencies. Although arriving aircraft may be operated beneath the floor of Class B airspace on initial contact, communications should be established with Atlanta Approach Control for sequencing and spacing purposes.
- b. Departing aircraft prior to taxiing are requested to advise the ground controller the intended altitude and route of flight to depart Class B airspace.
- c. Aircraft not landing/departing The Hartsfield Atlanta Intl Airport may obtain an ATC clearance to transit Class B airspace when traffic conditions permit, provided the requirements of FAR 91 are met. Notwithstanding this, VFR transiting traffic is encouraged to the extent possible to fly beneath, above or around Class B airspace.

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

D-ATIS Arrival 119.65	Apt Elev 1026	Trans level: FL180 1. DME/DME/IRU or GPS required. 2. RADAR required. 3. RNAV 1.
4. Turboprop aircraft only. 5. Landing EAST select RWY 8L, landing WEST select RWY 26R. 6. Landing RWY 9L: select DFINS approach transition. 7. Landing RWY 9R: select AAKAY approach transition. 8. BBAPE transition: For KHSV departures or assigned by ATC only. 9. LEMKE transition: For KCHA departures or assigned by ATC only.		
CHPPR 1 RNAV ARRIVAL (CHPPR.CHPPR1)		
ROUTING		
From CHPPR on track 147° to MRCHH.		
LANDING		
RWY	From MRCHH on track 180° to JAGRR, then on track 180°. EXPECT RADAR vectors to final approach course.	
8L/R	From MRCHH on track 188° to BSHOP, then on track 203° to NAVVY, then on track 170° to RYENNI, then on track 095° to AAKAY. EXPECT ILS RWY 9L approach.	
9L	From MRCHH on track 188° to BSHOP, then on track 203° to NAVVY, then on track 170° to RYENNI, then on track 095° to AAKAY. EXPECT ILS RWY 9L approach.	
9R	From MRCHH on track 188° to BSHOP, then on track 203° to NAVVY, then on track 170° to RYENNI, then on track 095° to AAKAY. EXPECT ILS RWY 9R approach.	
10	From MRCHH on track 188° to BSHOP, then on track 203° to NAVVY, then on track 170° to RYENNI, then on track 095° to AAKAY. EXPECT RADAR vectors to final approach course.	
26L/R	From MRCHH on track 147° to HIDRO, then on track 147° to BALIN, 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°. EXPECT RADAR vectors to final approach course.	
27L/R, 28	From MRCHH on track 147° to HIDRO, then on track 163° 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 YURI, then on track 095°. EXPECT RADAR vectors to final approach course.	

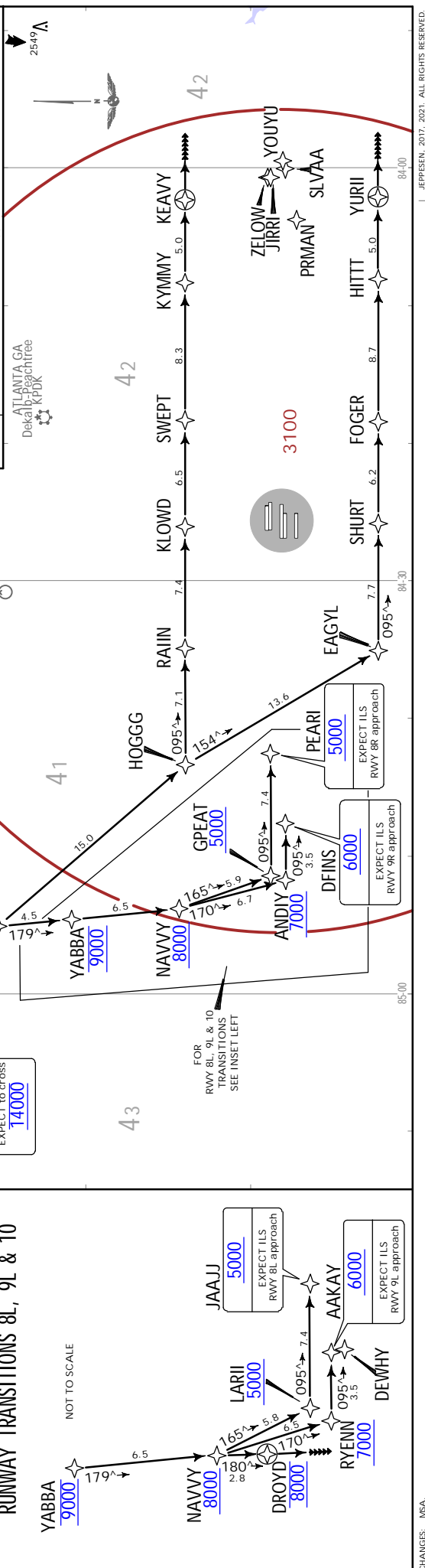
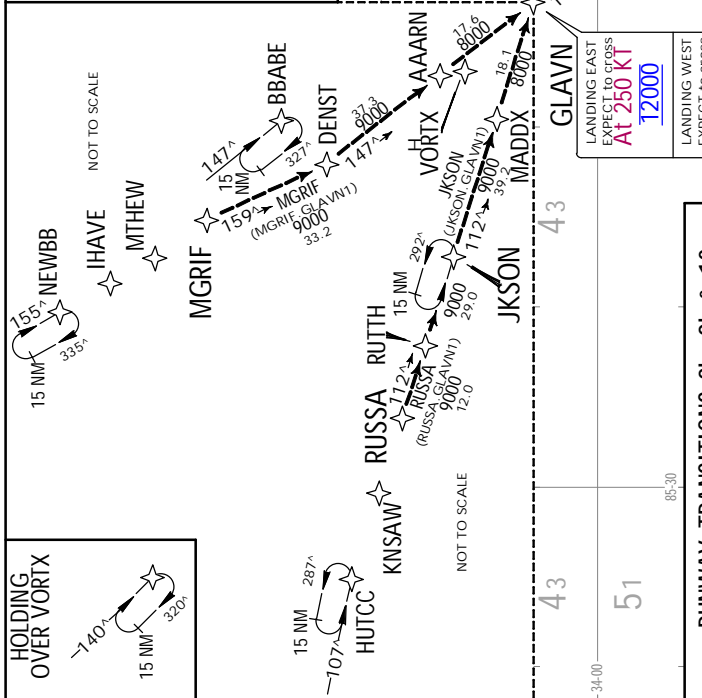
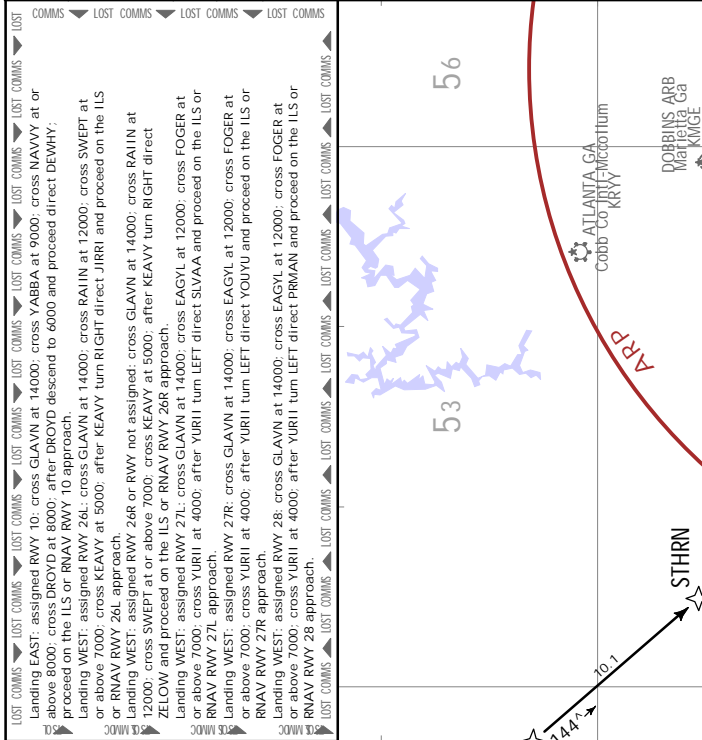


ATLANTA, GA
RNAV STAR

JEPESEN
 24 DEC 21 10-2A

KATL/ATL
 HARTSFIELD-JACKSON ATLANTA INTL

D-ATIS Arrival	119.65	Apt Elev	1026	Alt Set	INCHES	Trans level: FL180
1. DME/DME/IRU or GPS required. 2. RADAR required. 3. RNAV 1.						
4. Turbopjet aircraft only. 5. Landing EAST: select RWY 9R, select DFINS approach transition; Landing WEST: select RWY 26R. 6. Landing RWY 8L: select JAAJJ approach transition. 7. Landing RWY 8R: select PEARI approach transition. 8. Landing RWY 9L: select AAKAY approach transition.						
GLAWN 1 RNAV ARRIVAL (GLAWN.GLAWN1)						
From GLAWN on track 144° to STHRN.						
ROUTING						
LANDING						
RWY	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.					
8L	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.					
8R	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.					
9L	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.					
9R	From STHRN on track 179° to YABBA, then on track 179° to NAVVY, then on track 180° to DROYD, then on track 180° to NAVVY. EXPECT RADAR vectors to final approach course.					
10	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°. EXPECT RADAR vectors to final approach course.					
26L/R	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°. EXPECT RADAR vectors to final approach course.					
27L/R, 28	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°. EXPECT RADAR vectors to final approach course.					



KATL/ATL

ATLANTA, GA

JEPPesen

10-2A1 24 DEC 21
RNNAV STAR

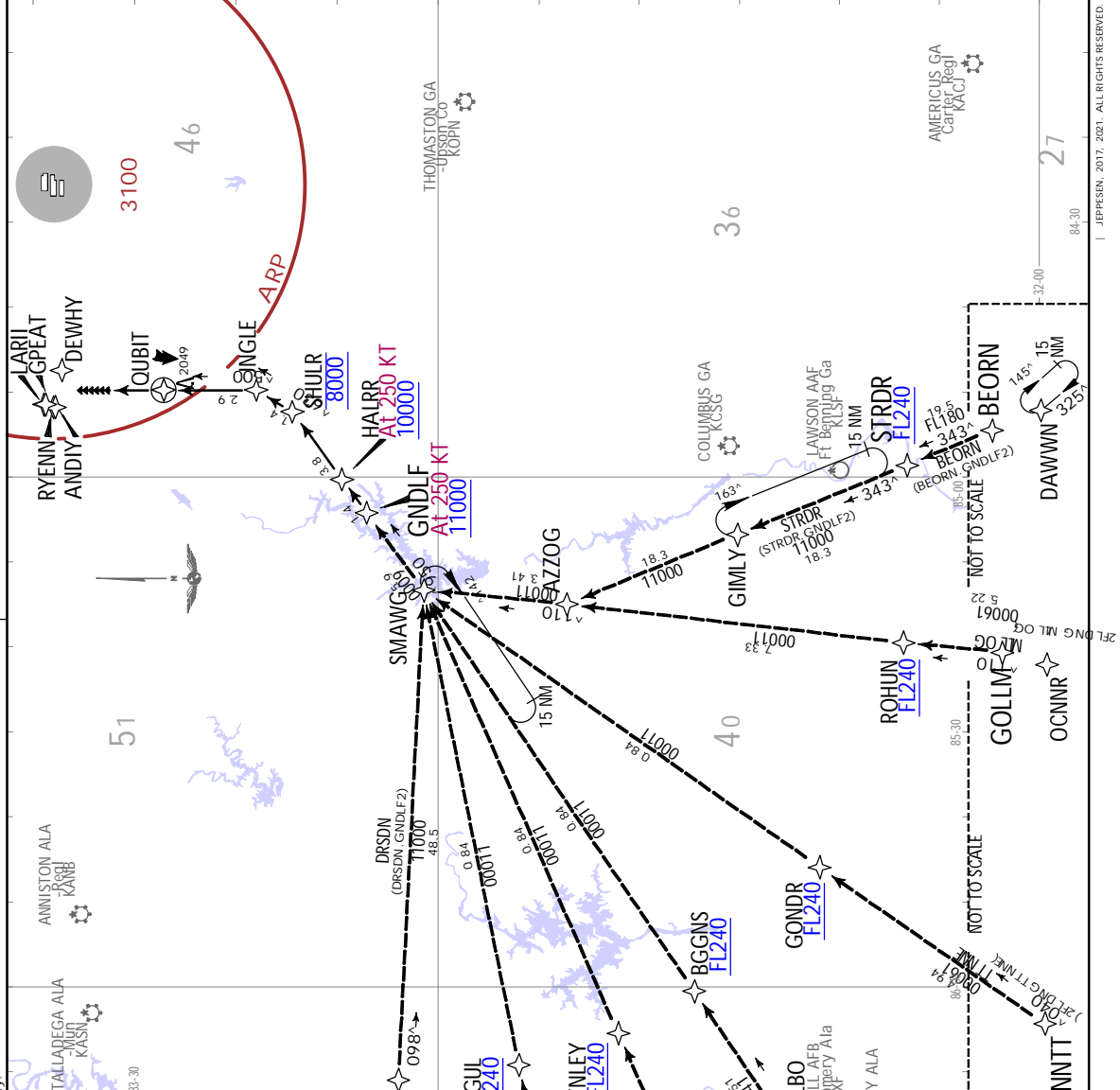
GNDLF 2 RNNAV ARRIVAL
(GNDLF.GNDLF2)

4. Turboglet 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 HOBbit RNNAV ARRIVAL.
8. COUPP and KHMVA transitions: Assigned by ATC only.

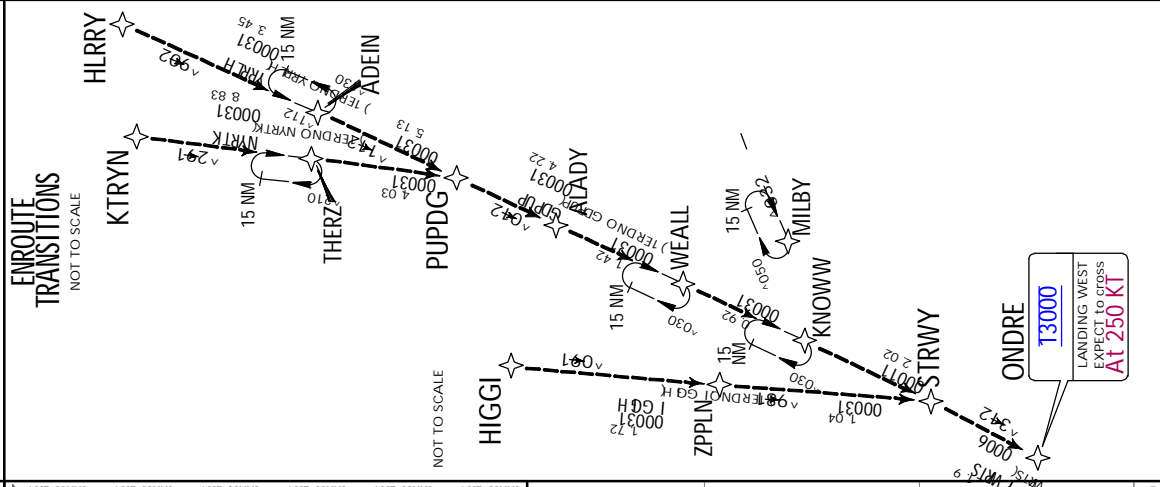
ROUTING

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

- LOST COMMS ► LOST COMMS ► LOST COMMS ► LOST COMMS ► LOST COMMS ► LOST COMMS
- Assigned RWY 8L: cross HALRR at or above 10000; cross SHULR at 8000; cross QUBIT at 6000; after QUBIT proceed direct LARLI and proceed on the ILS or RNNAV RWY 8L approach.
- Assigned RWY 8R: cross HALRR at or above 10000; cross SHULR at 8000; after SHULR proceed direct GREAT and proceed on the ILS or RNNAV RWY 8R approach.
- Assigned RWY 9L: cross HALRR at or above 10000; cross SHULR at 8000; after SHULR proceed direct RYENN and proceed on the ILS or RNNAV RWY 9L approach.
- Assigned RWY 9R: cross HALRR at or above 10000; cross SHULR at 8000; after SHULR proceed direct ANDIY and proceed on the ILS or RNNAV RWY 9R approach.
- Assigned RWY 10 or RWY not assigned: cross HALRR at or above 10000; cross SHULR at 8000; after SHULR proceed on the ILS or RNNAV RWY 10 approach.
- After QUBIT descend to 3000 and proceed direct DEWHY; proceed on the ILS or RNNAV RWY 10 approach.
- LOST COMMS ► LOST COMMS ► LOST COMMS ► LOST COMMS ► LOST COMMS ► LOST COMMS



ONDRE 1 RNAV ARRIVAL
(ONDRE.ONDRE1)



1. DME/DME/IRU or GPS required. 2. RADAR required. 3. RNAV 1. 4. Turbojet aircraft only.
5. HIGGI transition: For TYS departures or assigned by ATC only.
6. Landing WEST: select RMY 26R; landing EAST: select RMY 8L.
7. Landing RMY 27L: select ROMMM approach transition.
8. Landing RMY 27R: select MMCAP approach transition.

FOR ENROUTE TRANSITIONS SEE INSET

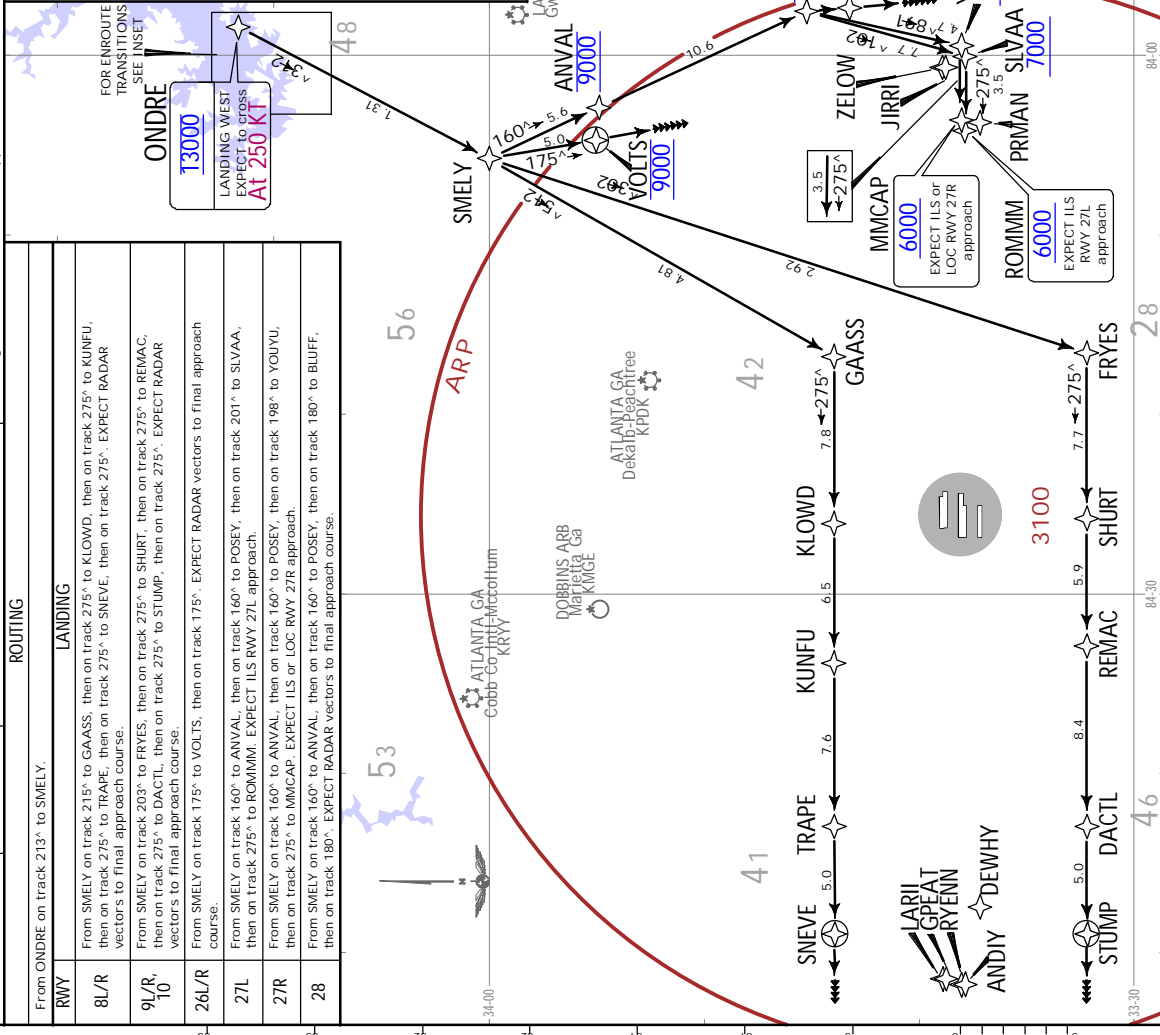
ONDRE 13000
LANDING WEST EXPECT TO CROSS AT 250 KT

POSEY 8000
BLUFF 8000
YOUYU 7000
SILVAA 7000
PRIMAN 7000
MMCAP 6000
EXPECT ILS or LOC RMY 27R approach
ROMMM 6000
EXPECT ILS RMY 27L approach

SMELY 1600
ANVAL 9000
VOLTS 9000

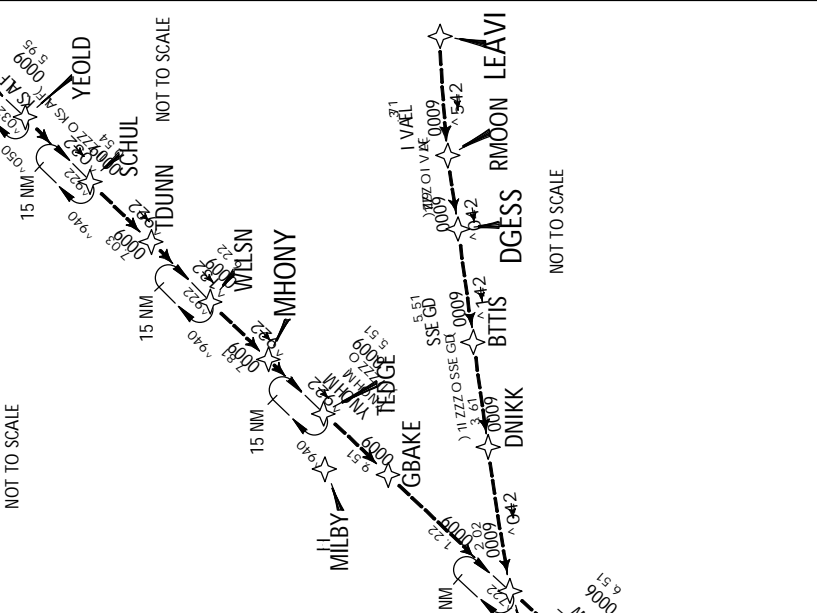
SMELY 1600 → **ANVAL 9000** (1.37)
SMELY 1600 → **VOLTS 9000** (1.54)
SMELY 1600 → **POSEY 8000** (4.81)
SMELY 1600 → **BLUFF 8000** (4.81)
SMELY 1600 → **YOUYU 7000** (4.81)
SMELY 1600 → **SILVAA 7000** (4.81)
SMELY 1600 → **PRIMAN 7000** (4.81)
SMELY 1600 → **MMCAP 6000** (4.81)
SMELY 1600 → **ROMMM 6000** (4.81)

ROUTING	
From ONDRE on track 213° to SMELY.	
LANDING	
From SMELY on track 215° to GAASS, then on track 275° to KUNFU, then on track 275° to TRAPE, then on track 275° to SNEVE, then on track 275° to ANVAL, then on track 275° to ROMMM. EXPECT RADAR vectors to final approach course.	
From SMELY on track 203° 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° to ANVAL, then on track 275° to YOUYU, then on track 275° to SILVAA, then on track 275° to PRIMAN, then on track 275° to ROMMM. EXPECT RADAR vectors to final approach course.	
From SMELY on track 175° to VOLTS, then on track 175° to ANVAL, then on track 175° to YOUYU, then on track 175° to SILVAA, then on track 175° to PRIMAN, then on track 175° to ROMMM. EXPECT RADAR vectors to final approach course.	
From SMELY on track 160° to ANVAL, then on track 160° to POSEY, then on track 160° to BLUFF, then on track 160° to YOUYU, then on track 160° to SILVAA, then on track 160° to PRIMAN, then on track 160° to ROMMM. EXPECT RADAR vectors to final approach course.	
From SMELY on track 160° to ANVAL, then on track 160° to POSEY, then on track 160° to BLUFF, then on track 160° to YOUYU, then on track 160° to SILVAA, then on track 160° to PRIMAN, then on track 160° to ROMMM. EXPECT RADAR vectors to final approach course.	
From SMELY on track 160° to ANVAL, then on track 160° to POSEY, then on track 160° to BLUFF, then on track 160° to YOUYU, then on track 160° to SILVAA, then on track 160° to PRIMAN, then on track 160° to ROMMM. EXPECT RADAR vectors to final approach course.	



KATL/ATL
HARTSFIELD-JACKSON ATLANTA INTL (10-2B2) 17 MAR 23
JEPPESEN
ATLANTA, GA
RNAV STAR

OZZI 1 RNAV ARRIVAL
(OZZI.OZZI1)
(RWYS 8L/R, 9L/R, 10, 26L & 27R)
(FOR RUNWAYS 26R, 27L & 28 SEE 10-2B3)



ROUTING

From OZZI on track 227° to HAARY.

LANDING

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° to SHURT, then on track 275° to REMAC, then on track 275° to DACTL, then on track 275° to STUMP, then on track 275° to FRYES.

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.

From HAARY on track 183° to CALLA, then on track 183° to POSEY, then on track 198° to YOUYU, then on track 275° to MMICAP, EXPECT ILS RWY 27R approach.

LOST COMMS

LOST COMMS: KUNFU, GAASS, OZZI1, OZZI2, OZZI3, OZZI4, OZZI5, OZZI6, OZZI7, OZZI8, OZZI9, OZZI10, OZZI11, OZZI12, OZZI13, OZZI14, OZZI15, OZZI16, OZZI17, OZZI18, OZZI19, OZZI20, OZZI21, OZZI22, OZZI23, OZZI24, OZZI25, OZZI26, OZZI27, OZZI28, OZZI29, OZZI30, OZZI31, OZZI32, OZZI33, OZZI34, OZZI35, OZZI36, OZZI37, OZZI38, OZZI39, OZZI40, OZZI41, OZZI42, OZZI43, OZZI44, OZZI45, OZZI46, OZZI47, OZZI48, OZZI49, OZZI50, OZZI51, OZZI52, OZZI53, OZZI54, OZZI55, OZZI56, OZZI57, OZZI58, OZZI59, OZZI60, OZZI61, OZZI62, OZZI63, OZZI64, OZZI65, OZZI66, OZZI67, OZZI68, OZZI69, OZZI70, OZZI71, OZZI72, OZZI73, OZZI74, OZZI75, OZZI76, OZZI77, OZZI78, OZZI79, OZZI80, OZZI81, OZZI82, OZZI83, OZZI84, OZZI85, OZZI86, OZZI87, OZZI88, OZZI89, OZZI90, OZZI91, OZZI92, OZZI93, OZZI94, OZZI95, OZZI96, OZZI97, OZZI98, OZZI99, OZZI100.

LOST COMMS

LOST COMMS: HAARY, CALLA, POSEY, YOUYU, JIRRI, MMICAP, BOYKN, KILRR, GAASS, KLOWD, KUNFU, TRAPE, SNEVE, ANDIY, DEWHY, STUMP, DACTL, REMAC, SHURT, FRYES.

LOST COMMS

LOST COMMS: OZZI, WINING, MILBY, GBAKE, TEDGE, WELSN, MHONY, FLASK, YEOLD, SCHUL, TDUINN, NOT TO SCALE, WING, BITIS, DNICK, DGESS, RMOON, LEAVI, NOT TO SCALE, OZZI, WINING, MILBY, GBAKE, TEDGE, WELSN, MHONY, FLASK, YEOLD, SCHUL, TDUINN, NOT TO SCALE, WING, BITIS, DNICK, DGESS, RMOON, LEAVI, NOT TO SCALE.

LOST COMMS

LOST COMMS: OZZI, WINING, MILBY, GBAKE, TEDGE, WELSN, MHONY, FLASK, YEOLD, SCHUL, TDUINN, NOT TO SCALE, WING, BITIS, DNICK, DGESS, RMOON, LEAVI, NOT TO SCALE, OZZI, WINING, MILBY, GBAKE, TEDGE, WELSN, MHONY, FLASK, YEOLD, SCHUL, TDUINN, NOT TO SCALE, WING, BITIS, DNICK, DGESS, RMOON, LEAVI, NOT TO SCALE.

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 approach transition. 6. Landing RWY 27R: select MMCAP approach transition. 7. DGESS transition: For AVL departures or assigned by ATC only. 8. MHONY transition: For AVL departures or assigned by ATC only.

D-ATIS Arrival	119.65
Apt Elev	1026
Alt Set:	INCHES Trans level: FL180
RNAV 1	DME/DME/IRU or GPS required

ROUTING	
From OZZI on track 227° to HAARY.	
LANDING	
RWY	From HAARY on track 183° to CALLA, then on track 183° to POSEY, then on track 208° to ZELOW, then on track 275° to HAINZ. EXPECT ILS RWY 26R approach.
26R	From HAARY on track 183° to CALLA, then on track 183° to POSEY, then on track 201° to SLVAA, then on track 275° to ROMMM. EXPECT ILS RWY 27L approach.
27L	From HAARY on track 183° to CALLA, then on track 183° to POSEY, then on track 180° to BLUFF, then on track 180°. EXPECT RADAR vectors to final approach course.
28	From HAARY on track 183° to CALLA, then on track 183° to POSEY, then on track 180° to BLUFF, then on track 180°. EXPECT RADAR vectors to final approach course.

FOR ENROUTE TRANSITIONS REFER TO INSET

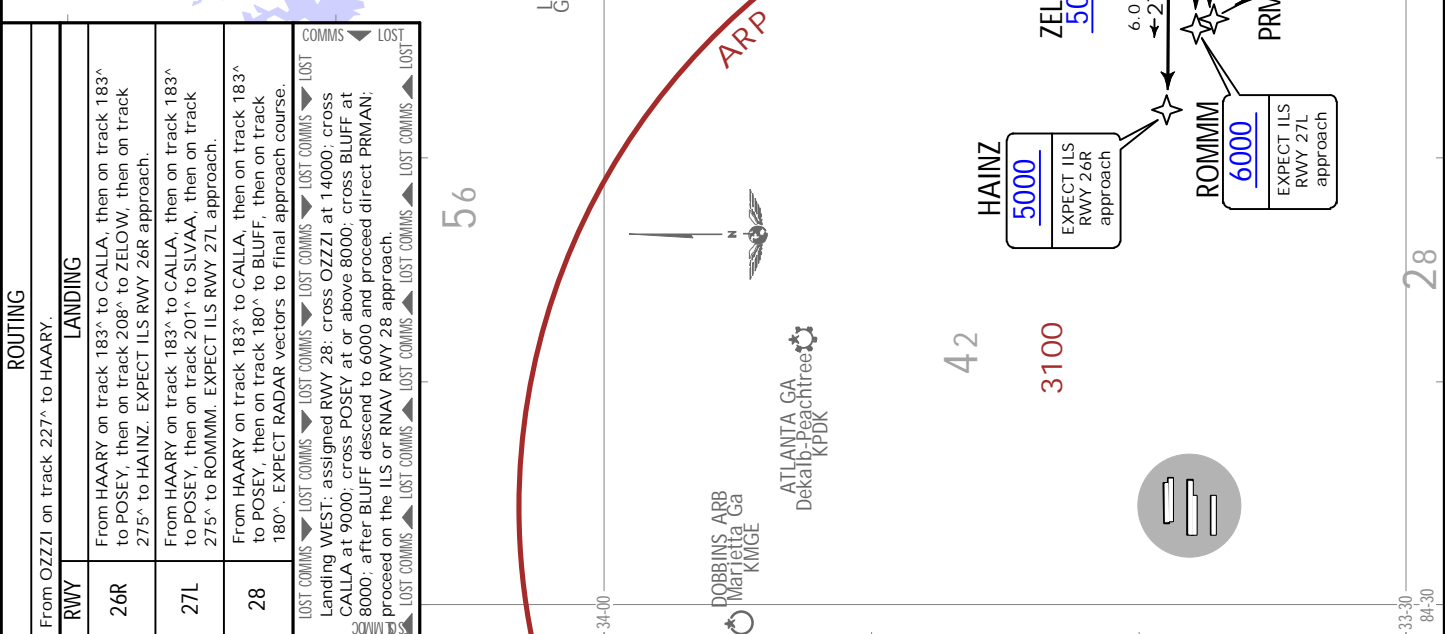
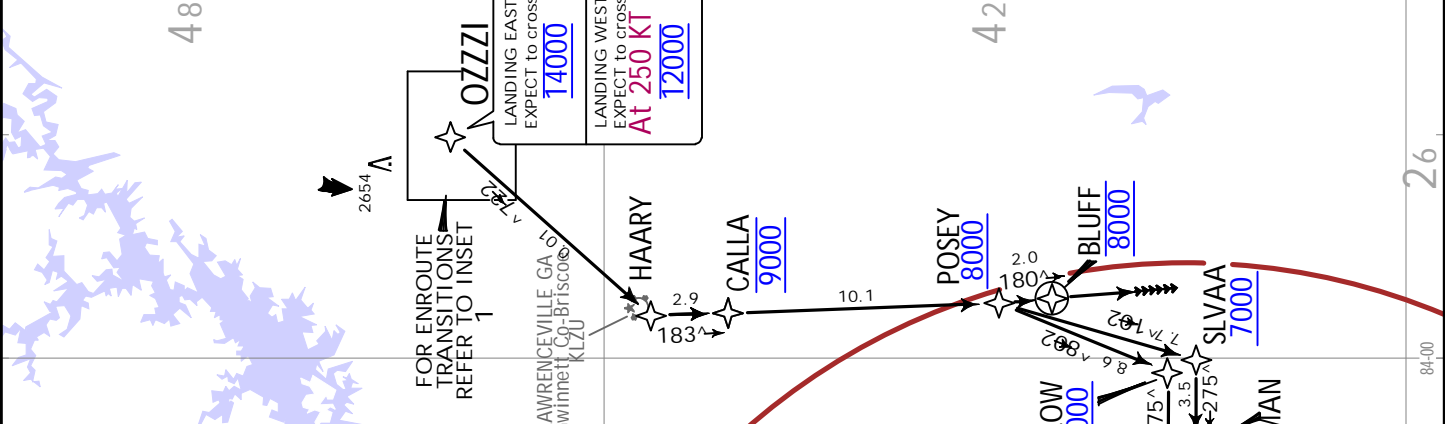
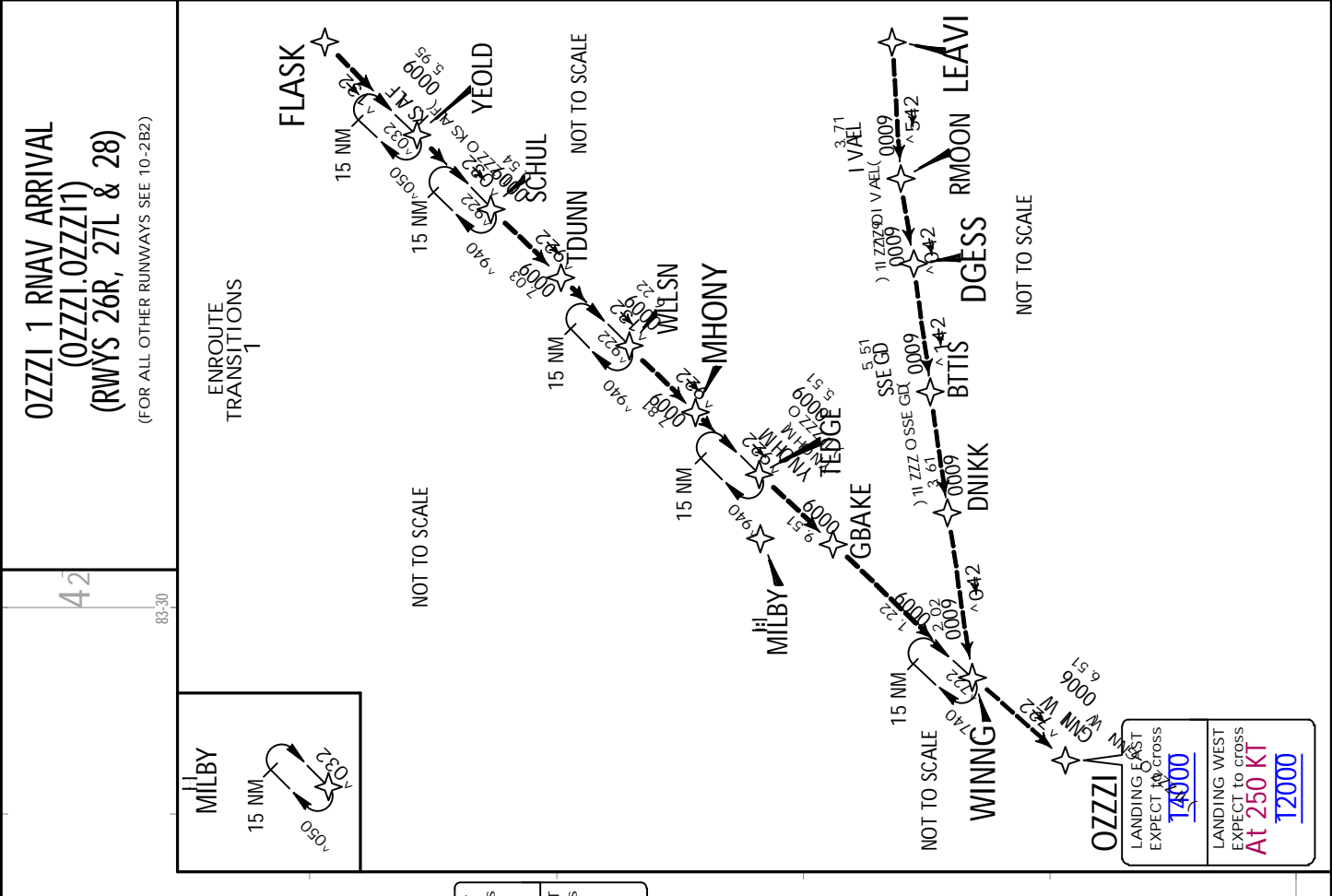
HAARY 2.9
 CALLA 9000
 POSEY 8000
 ZELOW 5000
 HAINZ 5000
 BLUFF 8000
 SLVAA 7000
 PRIMAN
 ROMMM 6000
 OZZI 14000
 OZZI 12000

LAWRENCEVILLE GA
 Gwinnett Co-Briscoe
 KLZU

ARP

ATLANTA GA
 Dekalb-Peachtree
 KPDK

DOBBINS ARB
 Marietta Ga
 KMGJ

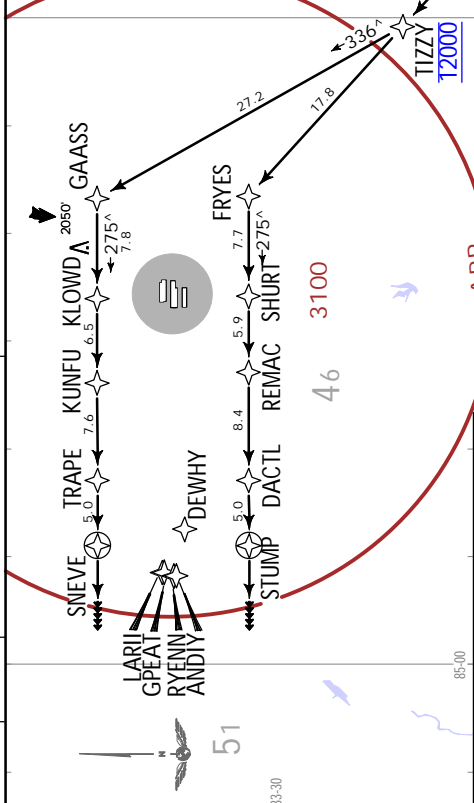
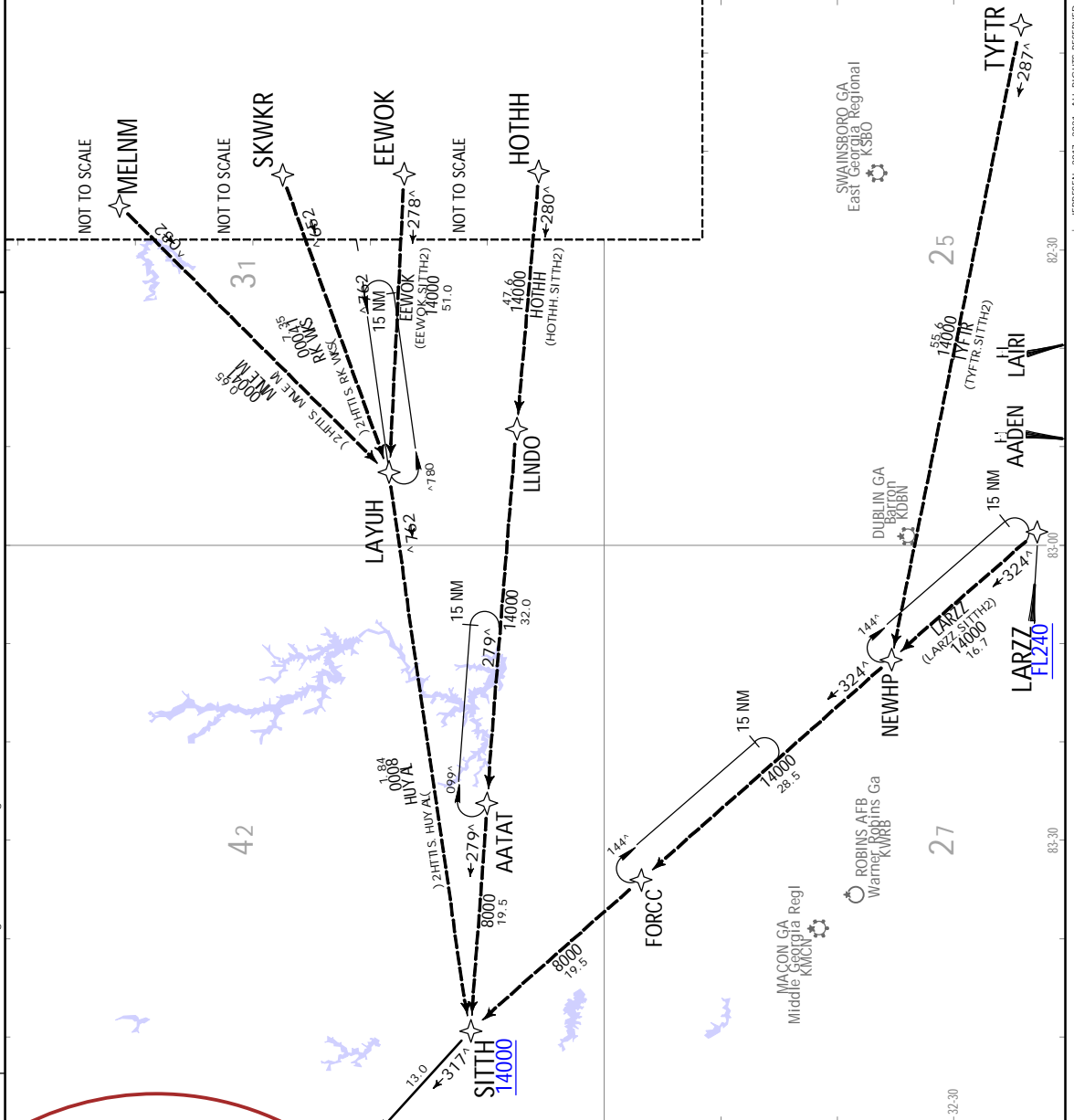


KATL/ATL
 HARTSFIELD-JACKSON ATLANTA INTL
JEPPERSEN
 ATLANTA, GA
 (10-2FT) 24 DEC 21
 RNAV STAR

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. MELNM transition: Assigned by ATC 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.

Apt Elev 1026
 Alt Sct: INCHES Trans level: FL180



ROUTING	
From SITH on track 317° to TIZZY.	LOST COMMS
Assigned RWY 8L: cross SITH at or above 14000; cross TIZZY at 12000; cross KUNFU at or above 7000; cross SNEVE at 5000; after SNEVE turn LEFT direct LAIRI and proceed on the ILS or RNAV	LOST COMMS
Assigned RWY 8R: cross SITH at or above 14000; cross TIZZY at 12000; cross KUNFU at or above 7000; cross SNEVE at 5000; after SNEVE turn LEFT direct GPEAT and proceed on the ILS or RNAV	LOST COMMS
Assigned RWY 9L: cross SITH at or above 14000; cross TIZZY at 12000; cross FRYES at 12000; cross REMAC at or above 7000; cross STUMP at 4000; after STUMP turn RIGHT direct RYENNI and proceed on the ILS or RNAV	LOST COMMS
Assigned RWY 9R: cross SITH at or above 14000; cross TIZZY at 12000; cross FRYES at 12000; cross REMAC at or above 7000; cross STUMP at 4000; after STUMP turn RIGHT direct ANDY and proceed on the ILS or RNAV	LOST COMMS
Assigned RWY 10 or RWY not assigned: cross SITH at or above 14000; cross TIZZY at 12000; cross FRYES at 12000; cross REMAC at or above 7000; cross STUMP at 4000; after STUMP turn RIGHT direct DEWHY and proceed on the ILS or RNAV	LOST COMMS
Assigned RWY 10 or RWY not assigned: cross SITH at or above 14000; cross TIZZY at 12000; cross FRYES at 12000; cross REMAC at or above 7000; cross STUMP at 4000; after STUMP turn RIGHT direct DEWHY and proceed on the ILS or RNAV	LOST COMMS
LANDING	
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.	LOST COMMS
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.	LOST COMMS

ATLANTA 1 DEPARTURE (ATL1.ATL) (ALL RWYS)

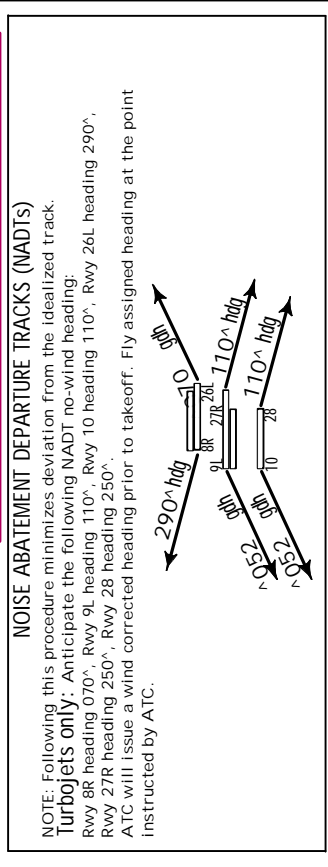
1. RADAR required.
 2. Monitor Tower Frequency when advised by Ground Control.
 3. Use Departure frequency depicted unless otherwise assigned.

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

Rome GA
 Russell Regl-Towers
 KRIMG

Trans alt: 18000
 Apt Elev 1026

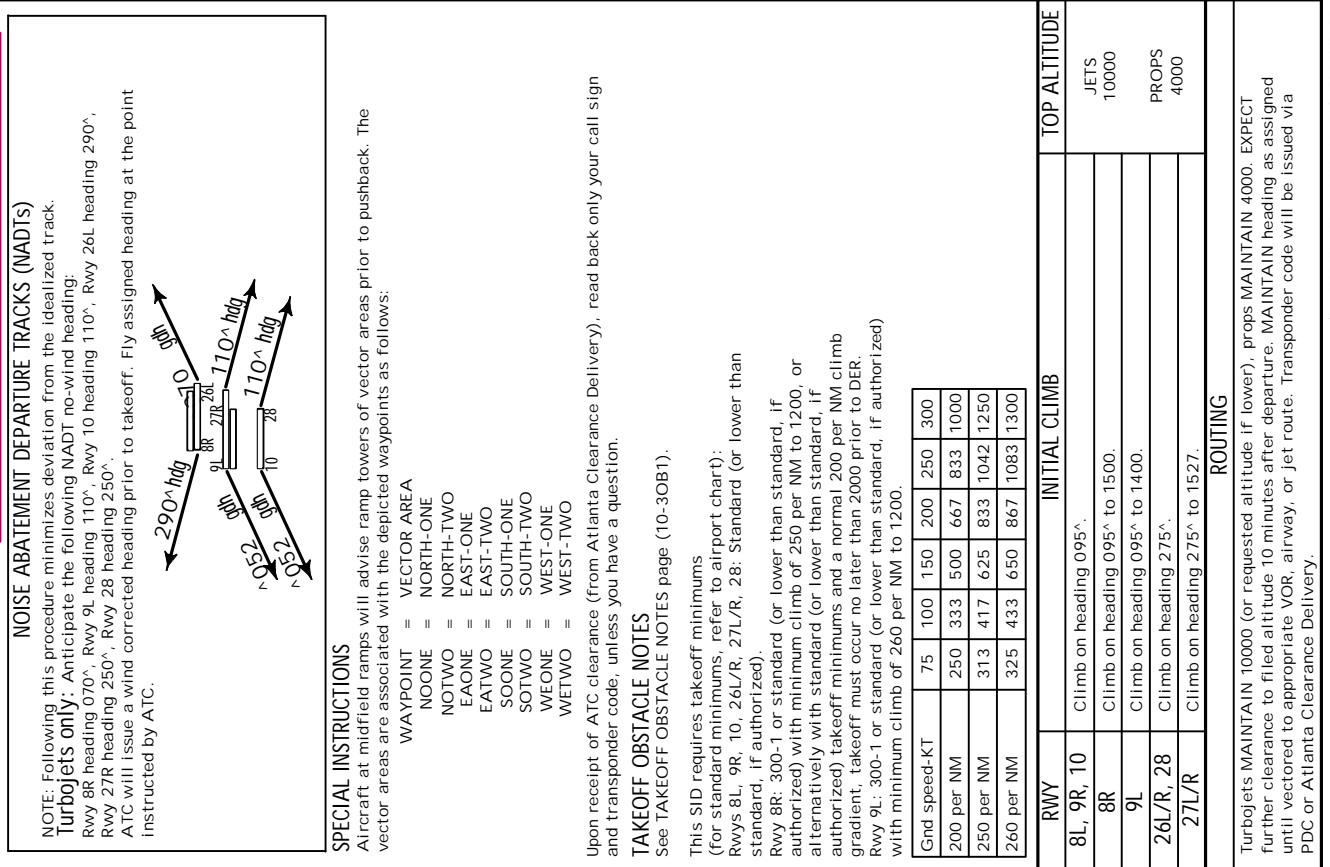
SPEED RESTRICTION
 Turbojets: Accelerate to 250 KT immediately until reaching 10000, if unable, advise ATC.
 Turboprops: Operate in a manner that will result in the best forward speed and climb rate.



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

TAKEOFF OBSTACLE NOTES
 See TAKEOFF OBSTACLE NOTES page (10-30B1).
 This SID requires takeoff minimums (for standard minimums, refer to airport chart):
 Rwy 8L, 9R, 10, 26L/R, 27L/R, 28: Standard (or lower than standard, if authorized).
 Rwy 8R: 300-1 or standard (or lower than standard, if authorized) with minimum climb of 250 per NM to 1200, or alternatively with standard (or lower than standard, if authorized) takeoff minimums and a normal 200 per NM climb gradient. Takeoff must occur no later than 2000 prior to DER.
 Rwy 9L: 300-1 or standard (or lower than standard, if authorized) with minimum climb of 260 per NM to 1200.

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

CHANGES: ATL VOR removed.

KATL/ATL

 JEPPESSEN

4 NOV 16 (10-3-0) .Eff.10.Nov.

ATLANTA, GA

HARTSFIELD-

JACKSON ATLANTA INTL

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)

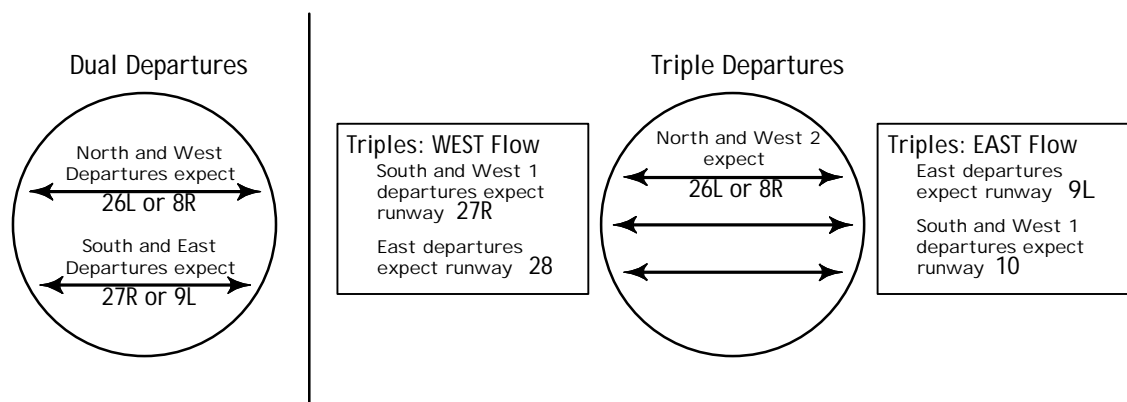
4. AFTER TAKEOFF: Unless instructed to fly a heading by ATC, engage lateral navigation flight guidance as soon as practical and fly the departure precisely. Strict compliance with the lateral and vertical tracks and charted speed restrictions is imperative. Parallel RNAV departures must not encroach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

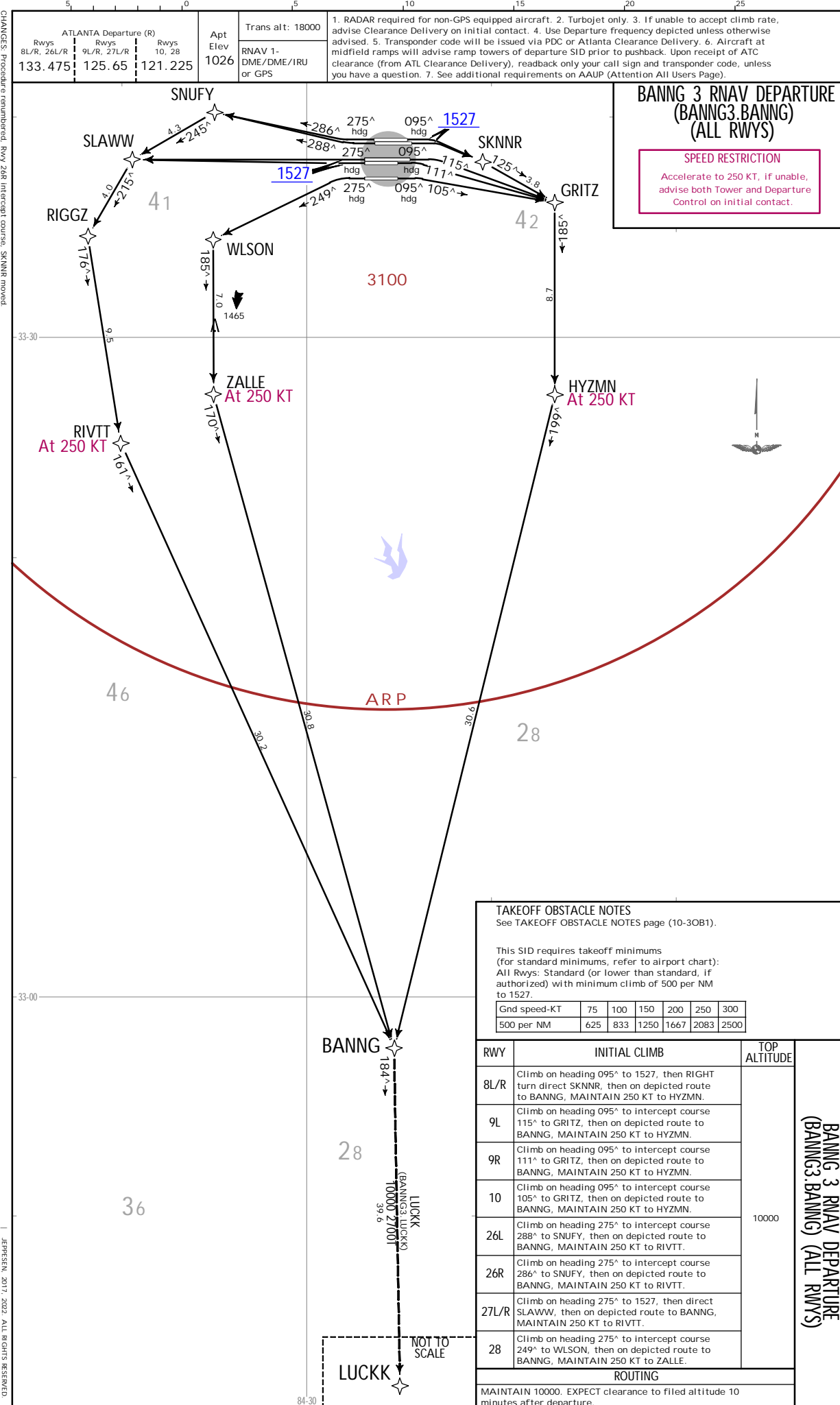
5. SPECIFIC INFORMATION: Atlanta will utilize RNAV departures in both dual and triple runway operations between 0700 - 2300 local. All properly equipped aircraft should expect to fly an ATLANTA RNAV DEPARTURE. Headings may be issued in lieu of an RNAV off the ground takeoff clearance. If so, an altitude 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 (West1)
SMKEY	PHIIL	SMLTZ	NASSA (West 2)
VARNM	PLMMR	VRSTY	POUNC (West 1)

Expected Runway Assignment for Dual or Triple Departure Operations





**BANNING 3 RNAV DEPARTURE
(BANNG3.BANNG)
(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 Rwy's: Standard (or lower than standard, if
authorized) with minimum climb of 500 per NM
to 1527.

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

RWY	INITIAL CLIMB	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 WLSN, then on depicted route to BANNG, MAINTAIN 250 KT to ZALLE.	
ROUTING		
MAINTAIN 10000. EXPECT clearance to filed altitude 10 minutes after departure.		

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

CHANGES: Procedure renumbered. Rwy 26R intercept course. SKNNR moved.

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	

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).

84-30

KATL/ATL
HARTSFIELD-
JACKSON ATLANTA INTL 13 MAY 22 (10-3B) Eff. 19 May.



ATLANTA, GA
RNAV SID

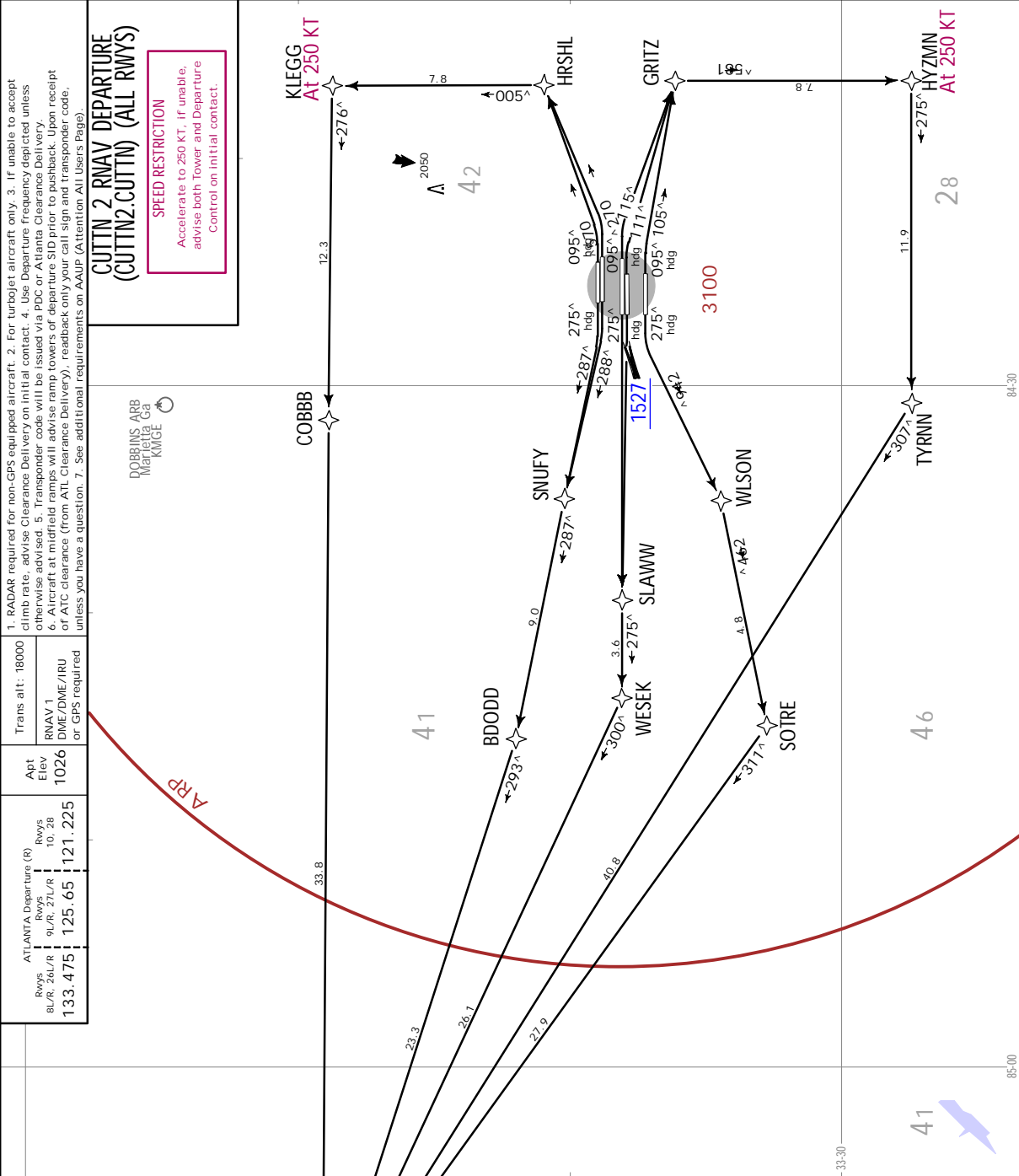
ATLANTA Departure (R)	Trans alt: 18000
Rwy 8L/R, 26L/R	RNAV 1
Rwy 9L/R, 27L/R	DME/DME/IRU
Rwy 11, 21, 25	or GPS required
Art Elev 1026	

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 AAP (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.

DOBBS ARB
Marietta Ga
KMGE



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

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.

Grid 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: None.

KATL/ATL
HARTSFIELD-JACKSON ATLANTA INTL
ATLANTA, GA
EFF. 19 MAY 22
10-3C
RNAV.SID

JEPPERSEN
 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).

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).

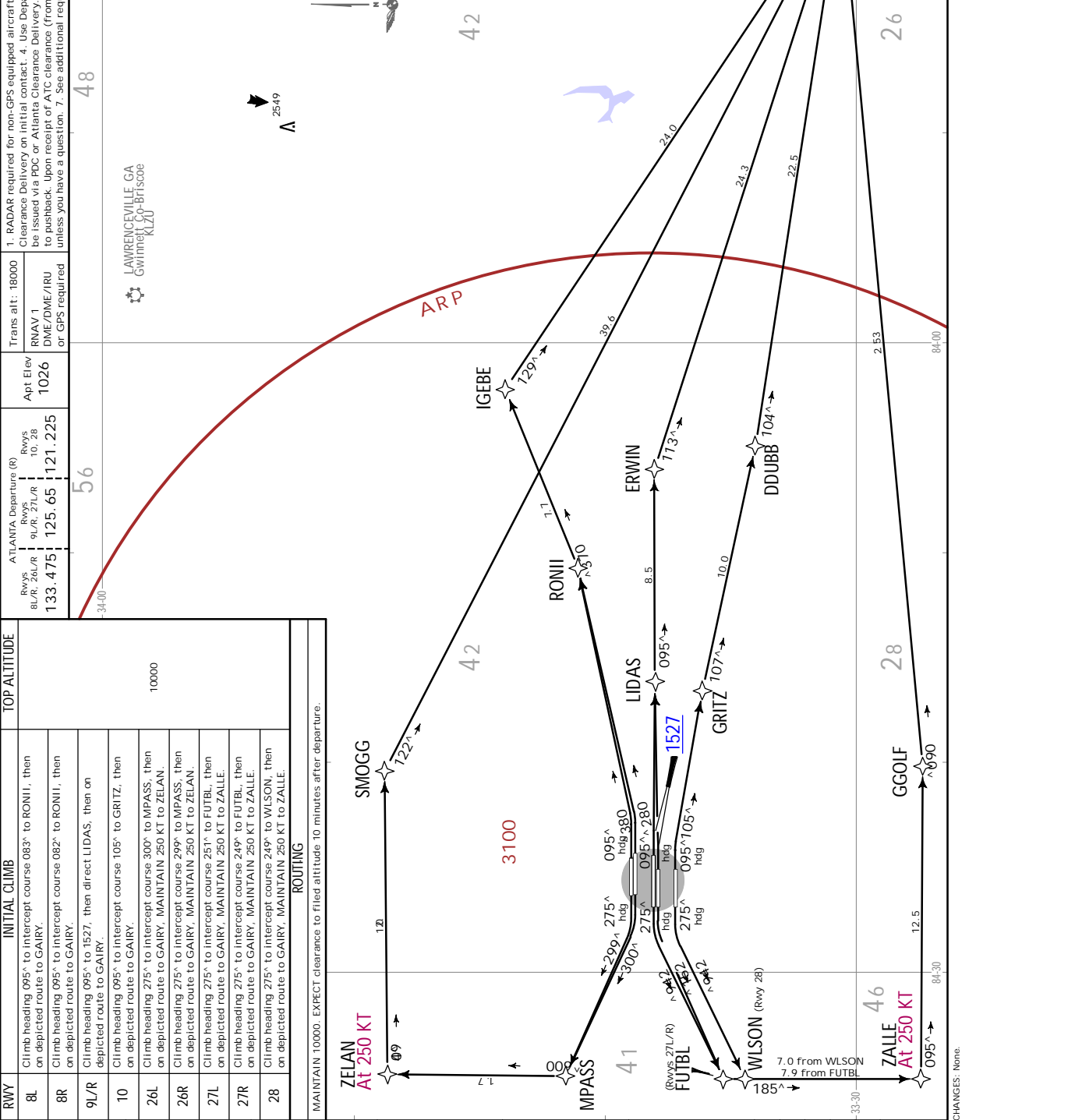
This SID requires takeoff minimums (for standard minimums, refer to airport chart):
 All RWys: Standard (or lower than standard, if authorized) with minimum climb of 500 per NM to 1527.

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

ATLANTA DEPARTURE (R)		TOP ALTITUDE	
RWYS	9L/R, 27L/R	RWYS	10, 28
133, 475	125, 65	121, 225	1026
RNAV 1		DME/DME/IRU or GPS required	
Trans alt: 18000		Apt Elev 1026	

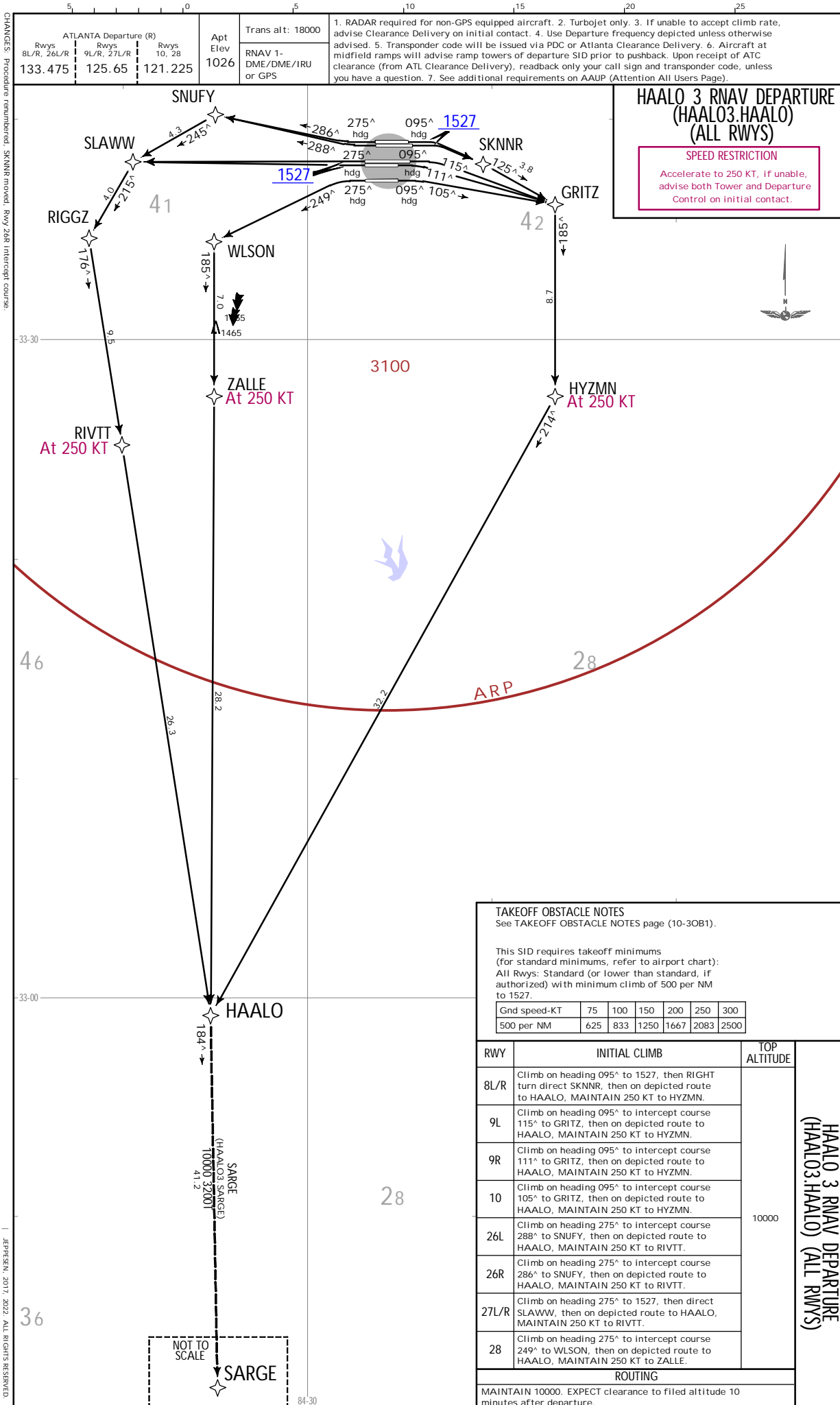
RWY	INITIAL CLIMB	TOP ALTITUDE
8L	Climb heading 095° to intercept course 083° to RONII, then on depicted route to GAIRY.	10000
8R	Climb heading 095° to intercept course 082° to RONII, then on depicted route to GAIRY.	
9L/R	Climb heading 095° to intercept course 299° to MPASS, then on depicted route to 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.



LAWRENCEVILLE, GA
 GWINNETT COUNTY
 KLVJ

CHANGES: None.



CHANGES: Procedure renumbered. SKNNR moved. Rwy 26R intercept course.

ATLANTA Departure (R)			Apt Elev	Trans alt: 18000
Rwys 8L/R, 26L/R	Rwys 9L/R, 27L/R	Rwys 10, 28	1026	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).
133.475	125.65	121.225		

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.

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.

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 SLAWW, then on depicted route to HAALO, MAINTAIN 250 KT to RIVTT.	
28	Climb on heading 275° to intercept course 249° to WLSN, then on depicted route to HAALO, 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
JEPPESSEN
(10-3D)
EFF 19 May.

ATLANTA, GA
RNAV SID

I. JEPPESSEN, 2017, 2022. ALL RIGHTS RESERVED.

NOT TO SCALE

KATL/ATL
HARTSFIELD-JACKSON ATLANTA INTL
JEPPERSEN
ATLANTA, GA
 10-3E
 19 MAR 22
 ETT 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 AAUP (Attention All Users Page).

**JACCC 2 RNAV DEPARTURE
(JACCC2-JACCC)
(ALL RWYS)**

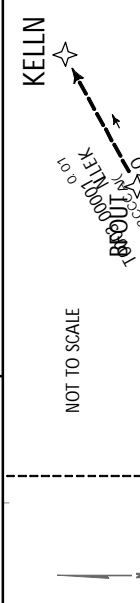
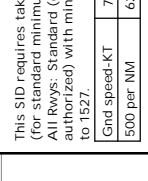
TAKEOFF OBSTACLE NOTES
See TAKEOFF OBSTACLE NOTES page (10-30B1).
This SID requires takeoff minimums (for standard minimums, refer to airport chart):
All RWys: Standard (or lower than standard, if authorized) with minimum climb of 500 per NM to 1527.

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

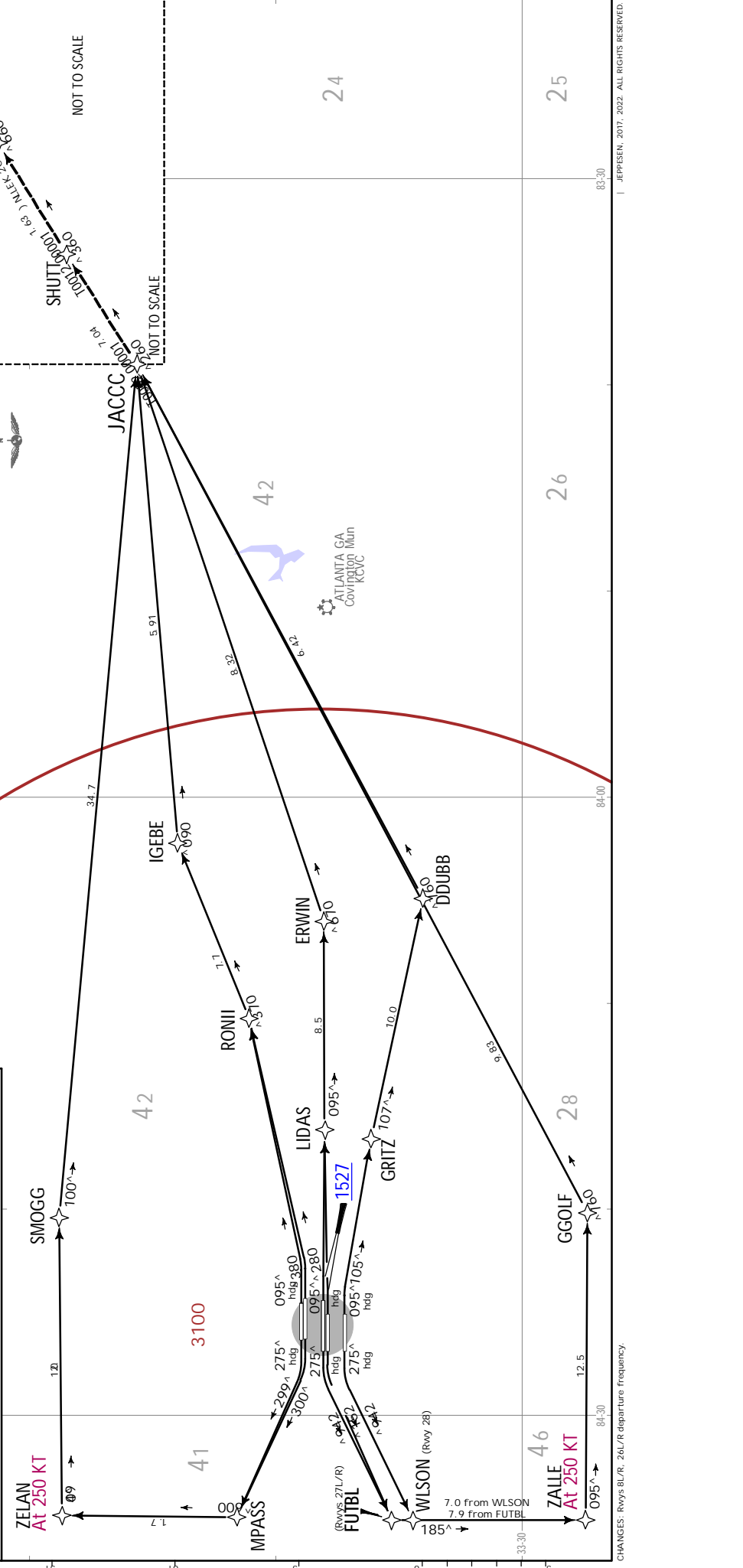
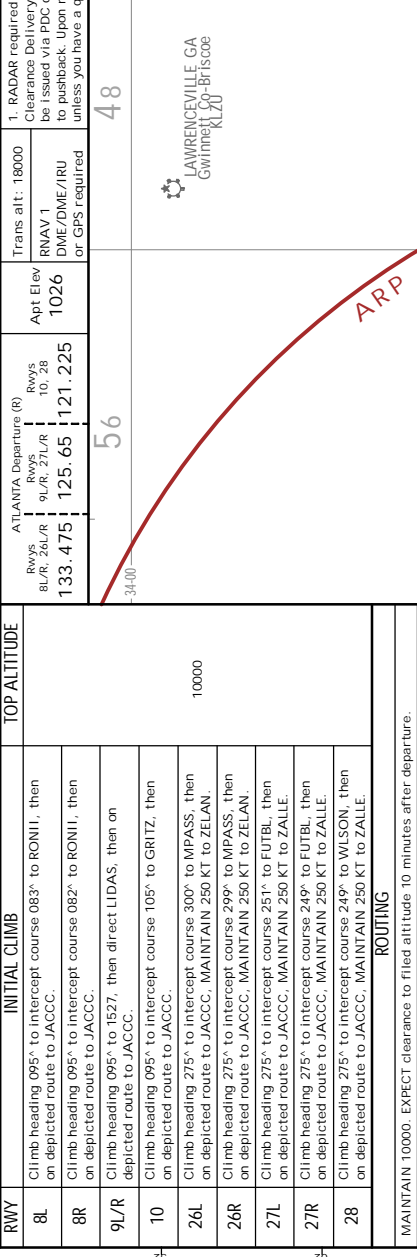
SPEED RESTRICTION
Accelerate to 250 KT, if unable, advise both Tower and Departure Control on initial contact.

TOP ALTITUDE	
RWY	Altitude
8L	10000
8R	10000
9L/R	10000
10	10000
26L	10000
26R	10000
27L	10000
27R	10000
28	10000

LAWRENCEVILLE GA
Gwinnett Co-Briscoe



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



KATL/ATL
HARTSFIELD-
JACKSON ATLANTA INTL 18 MAR 22 **10-3F** Eff. 24 Mar.
JEPPESEN
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 ATL Clearance Delivery), readback only your call sign and transponder code, unless you have a question. 7. See additional requirements on A.AUP. (Attention All Users Page).

KAJIN 2 RNAV DEPARTURE (ALL RWYS)

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

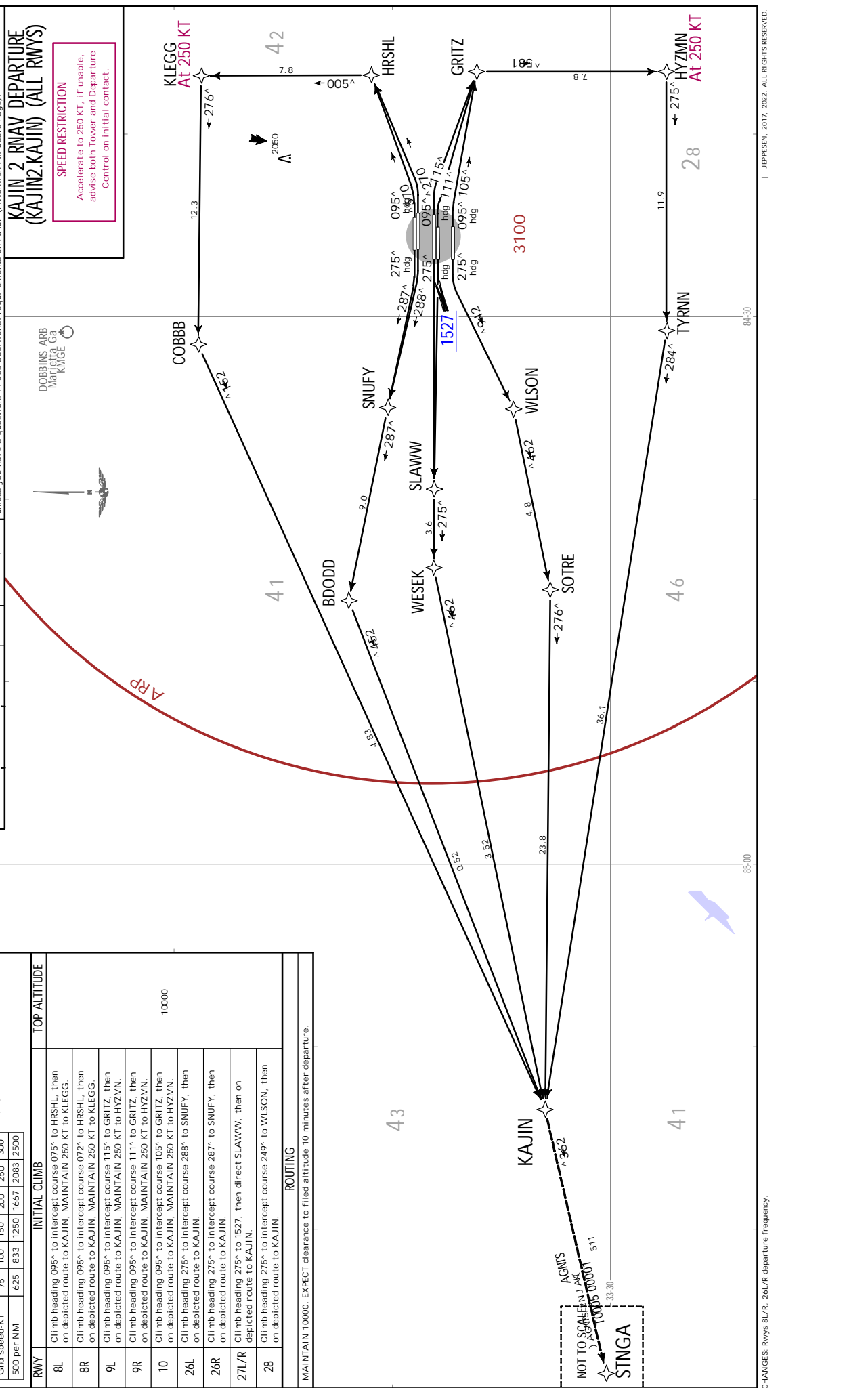
Trans alt: 18000	Art Elev	ATLANTA Departure (R)
RNAV 1	1026	Rwys 9L/R, 26L/R
DME/DME/IRU or GPS required	10, 28	Rwys 121, 225
	133, 475	Rwys 125, 65

43	53
-34-00	

DOBBINS ARB Marietta, Ga
 KMG

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 072° 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.



KATL/ATL
 HARTSFIELD-JACKSON ATLANTA INTL
JEPPESEN ATLANTA, GA
 MAR 23
 10-3G
 EFT 24 Mar

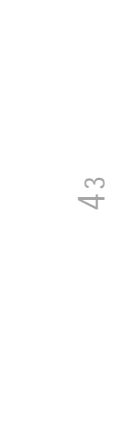
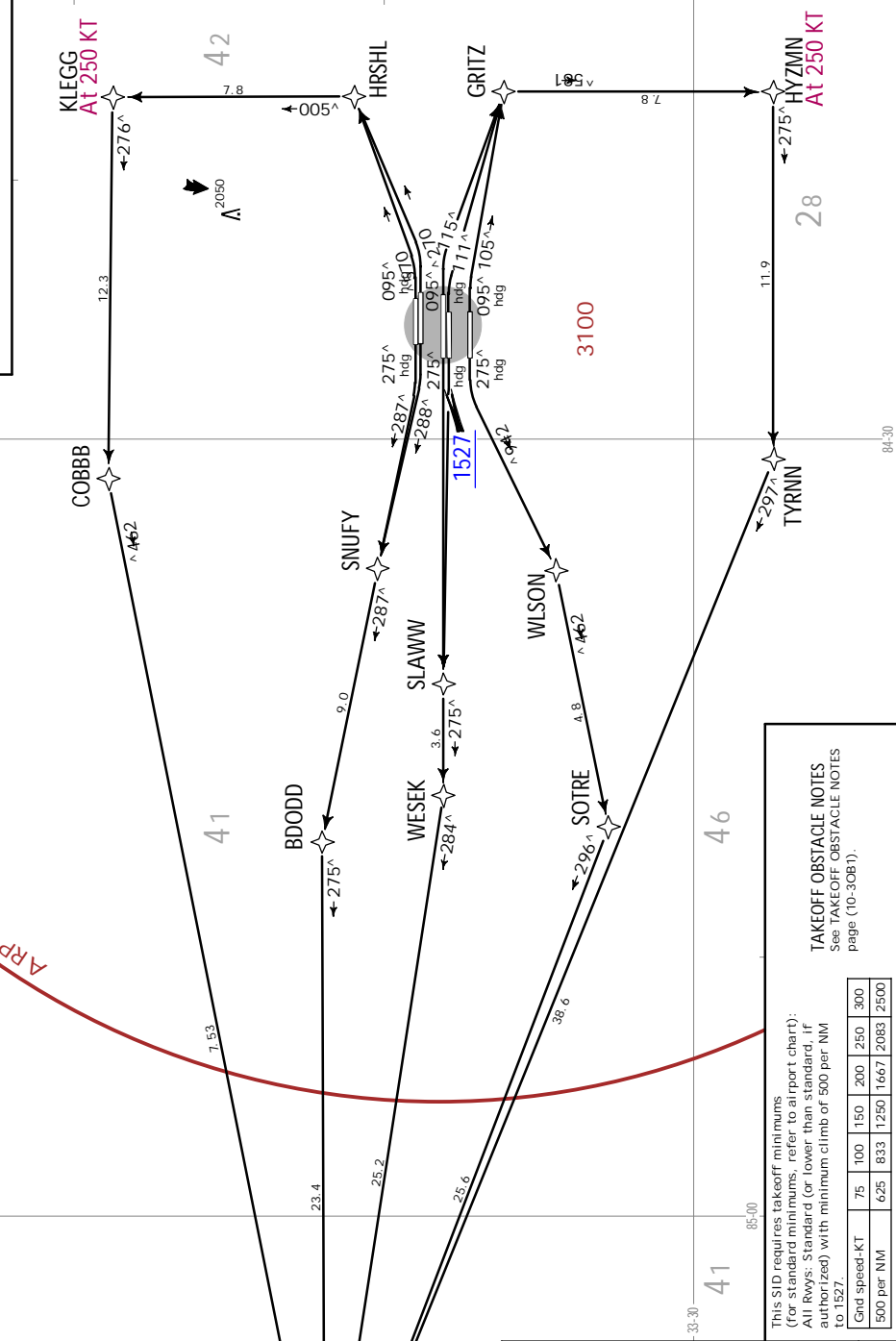
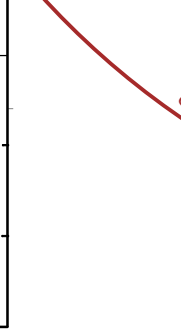
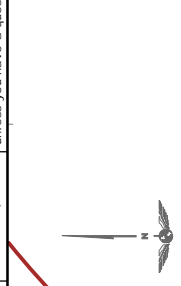
1. RADAR required for non-GPS equipped aircraft. 2. For turbojet aircraft only. 3. If unable to accept climb rate, advise Clearance Delivery on initial contact. 4. Use Departure frequency depicted unless otherwise advised. 5. Transponder code will be issued via PDC or Atlanta Clearance Delivery. 6. Aircraft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

MASSA 2 RNAV DEPARTURE (MASSA2.MASSA) (ALL RWYS)

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

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

ATLANTA Departure (R)	Rwys
8L/R, 26L/R	9L/R, 27L/R
133, 475	125, 65
	121, 225



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.	

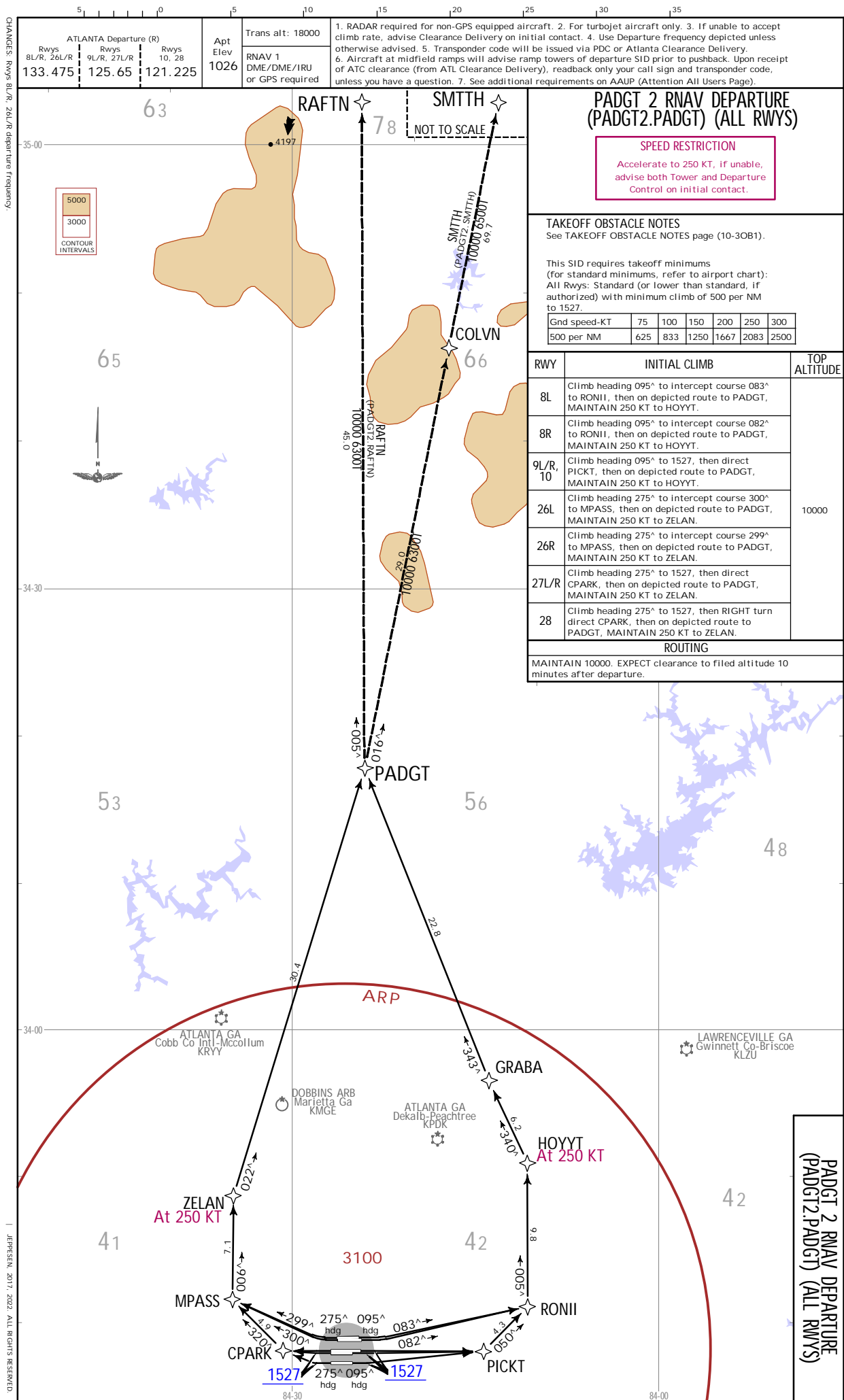
ROUTING	
MAINTAIN 10000. EXPECT clearance to filed altitude 10 minutes after departure.	
CHANGES: Rwys 8L/R, 26L/R departure frequency.	

DOBBINS ARB Marietta Ga

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

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

84-30



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

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

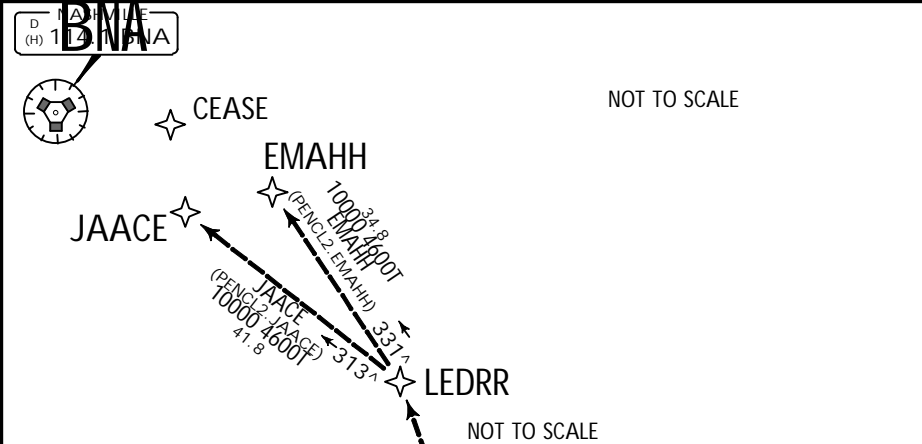
CHANGES: RWYS 8L/R, 26L/R, 26L/R departure frequency.
I. JEPPESSEN, 2017, 2023. ALL RIGHTS RESERVED.

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

KATL/ATL
HARTSFIELD-
JACKSON ATLANTA INTL

ATLANTA Departure (R)			Apt Elev	Trans alt: 18000
Rwys 8L/R, 26L/R	Rwys 9L/R, 27L/R	Rwys 10, 28	1026	
133.475	125.65	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 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)

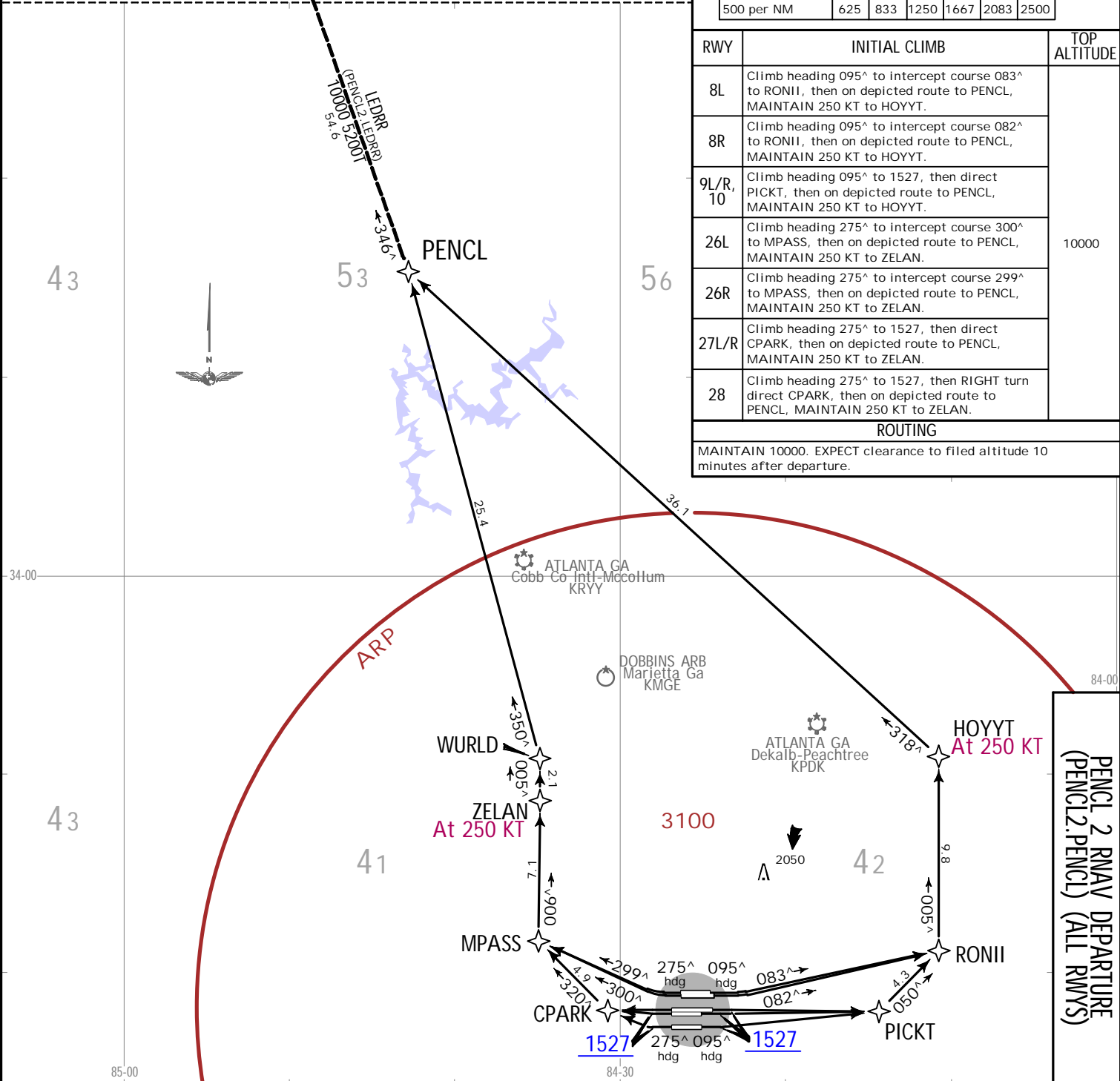
SPEED RESTRICTION
Accelerate to 250 KT, if unable, advise both Tower and Departure Control on initial contact.

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

This SID requires takeoff minimums (for standard minimums, refer to airport chart): All 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	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)

JEPPESSEN ATLANTA, GA
18 MAR 22 (10-3J) Eff. 24 Mar. RNAV.SID.

JEPPESSEN, 2017, 2022. ALL RIGHTS RESERVED.

KATL/ATL
HARTSFIELD
JACKSON ATLANTA INTL
JEPPESEN
ATLANTA, GA
10-3K
10 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 A.AUP. (Attention on All Users Page).

PHIL 3 RNAV DEPARTURE (PHIL3.PHIL) (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.

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

48
 LAWRENCEVILLE GA
 Gwinnett Co-Briscoe
 KLZU

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

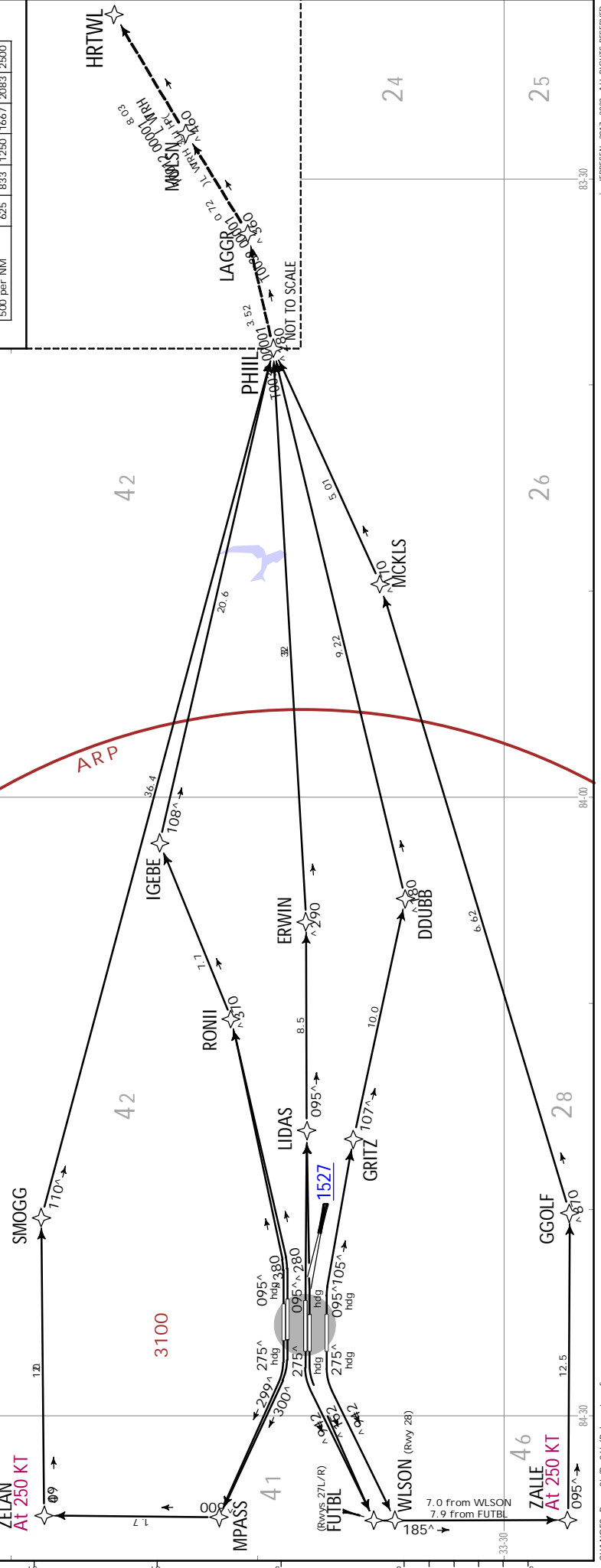
APR Elev
 1026

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

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

ROUTING

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



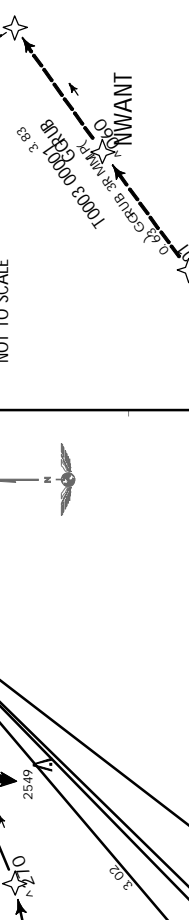
KATL/ATL
 HARTSFIELD-JACKSON ATLANTA INTL
 ATLANTA, GA
 .RNAV.SID.
 SEP 22
 (10-3L) EFF 8 Sep

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 AALUP (Attention All Users Page).

PLM3 RNAV DEPARTURE (PLMMR3.PLM3) (ALL RWYS)

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

ENROUTE TRANSITION
 NOT TO SCALE



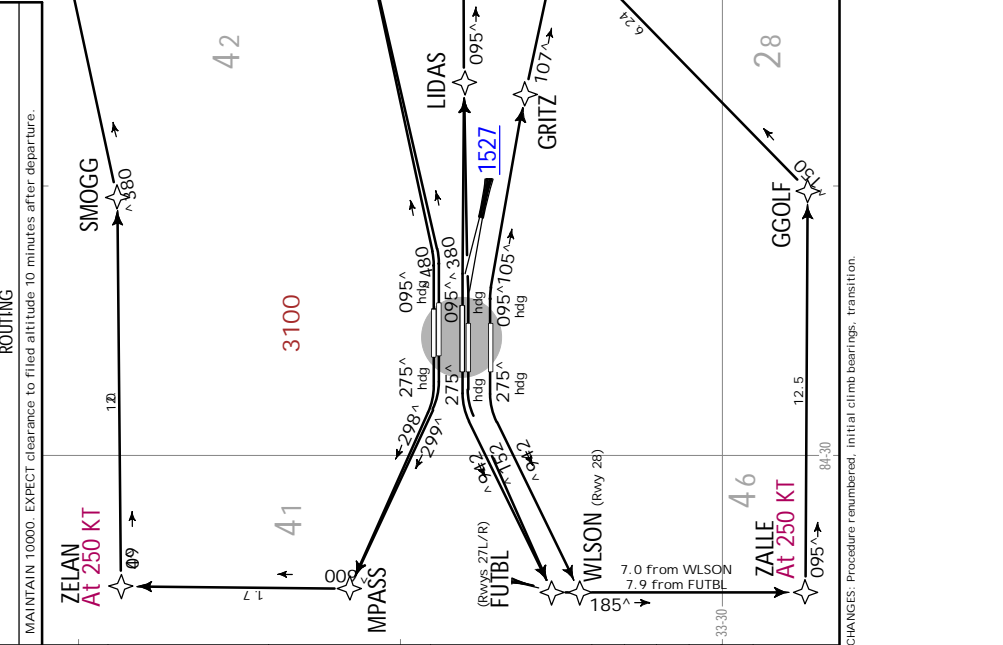
Trans alt: 18000	APt Elev 1026	Rwys 8L/R, 26L/R, 9L/R, 27L/R	Rwys 10, 28
RNAV 1 - DME/DME/IRU or GPS	133.475	125.65	121.225

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

RWY	INITIAL CLIMB	TOP ALTITUDE
8L	Climb on heading 095° to intercept course 084° to RONII, then on depicted route to PLMMR.	
8R	Climb on heading 095° to intercept course 083° to RONII, then on depicted route to PLMMR.	
9L/R	Climb on heading 095° to 1527, then direct LIDAS, then on depicted route to PLMMR.	
10	Climb on heading 095° to intercept course 105° to GRITZ, then on depicted route to PLMMR.	10000
26L	Climb on heading 275° to intercept course 299° to MPASS, then on depicted route to PLMMR, MAINTAIN 250 KT to ZELAN.	
26R	Climb on heading 275° to intercept course 298° to MPASS, then on depicted route to PLMMR, MAINTAIN 250 KT to ZELAN.	
27L	Climb on heading 275° to intercept course 251° to FUTBL, then on depicted route to PLMMR, MAINTAIN 250 KT to ZALLE.	
27R	Climb on heading 275° to intercept course 249° to FUTBL, then on depicted route to PLMMR, MAINTAIN 250 KT to ZALLE.	
28	Climb on heading 275° to intercept course 249° to WILSON, then on depicted route to PLMMR, MAINTAIN 250 KT to ZALLE.	

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



KATL/ATL
HARTSFIELD-
JACKSON ATLANTA INTL



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

ATLANTA, GA
RNAV.SID

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

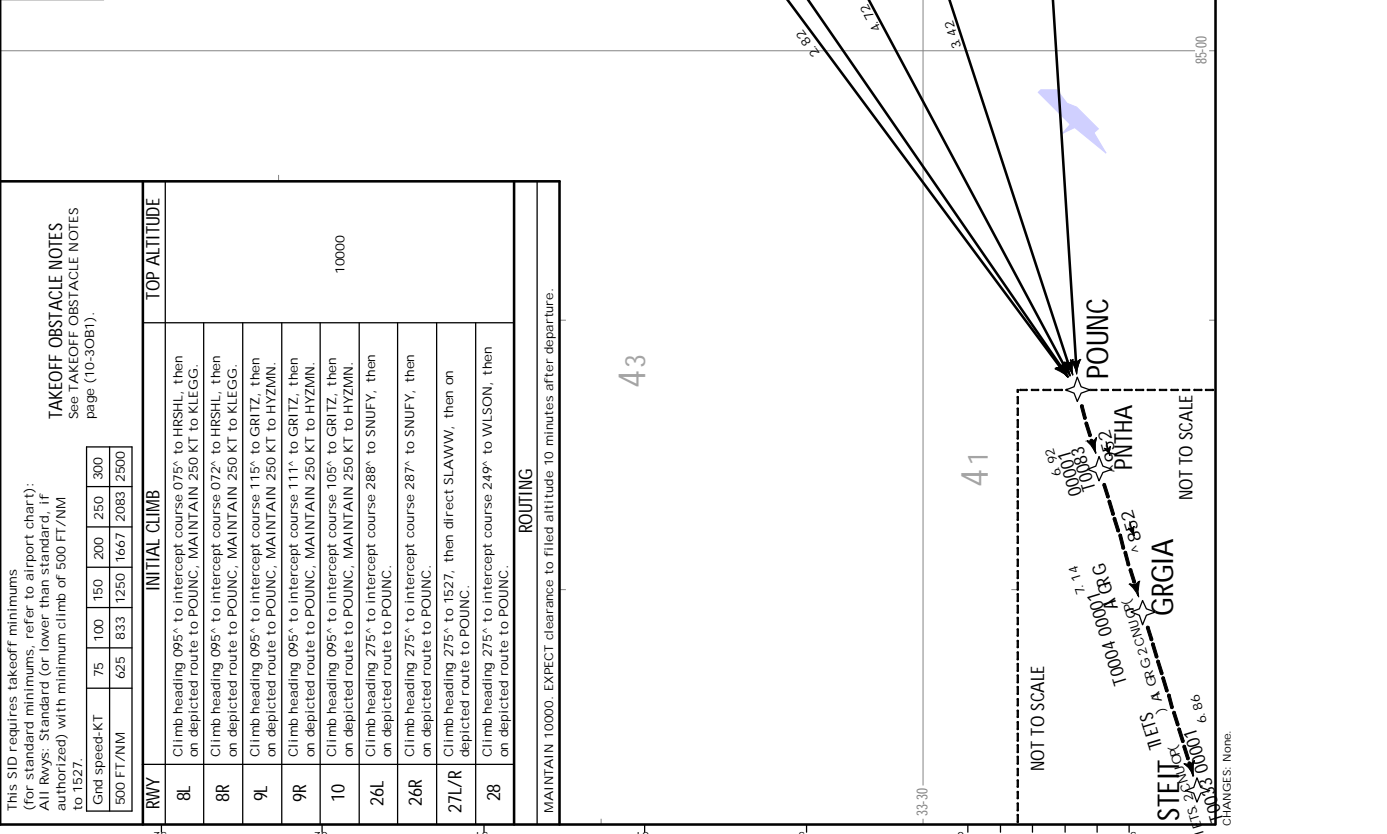
POUNCE 2 RNAV DEPARTURE (POUNCE2.POUNC) (ALL RWYS)

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):
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).

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 intercept course 249° to WILSON, 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.



CHANGES: None.

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

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.

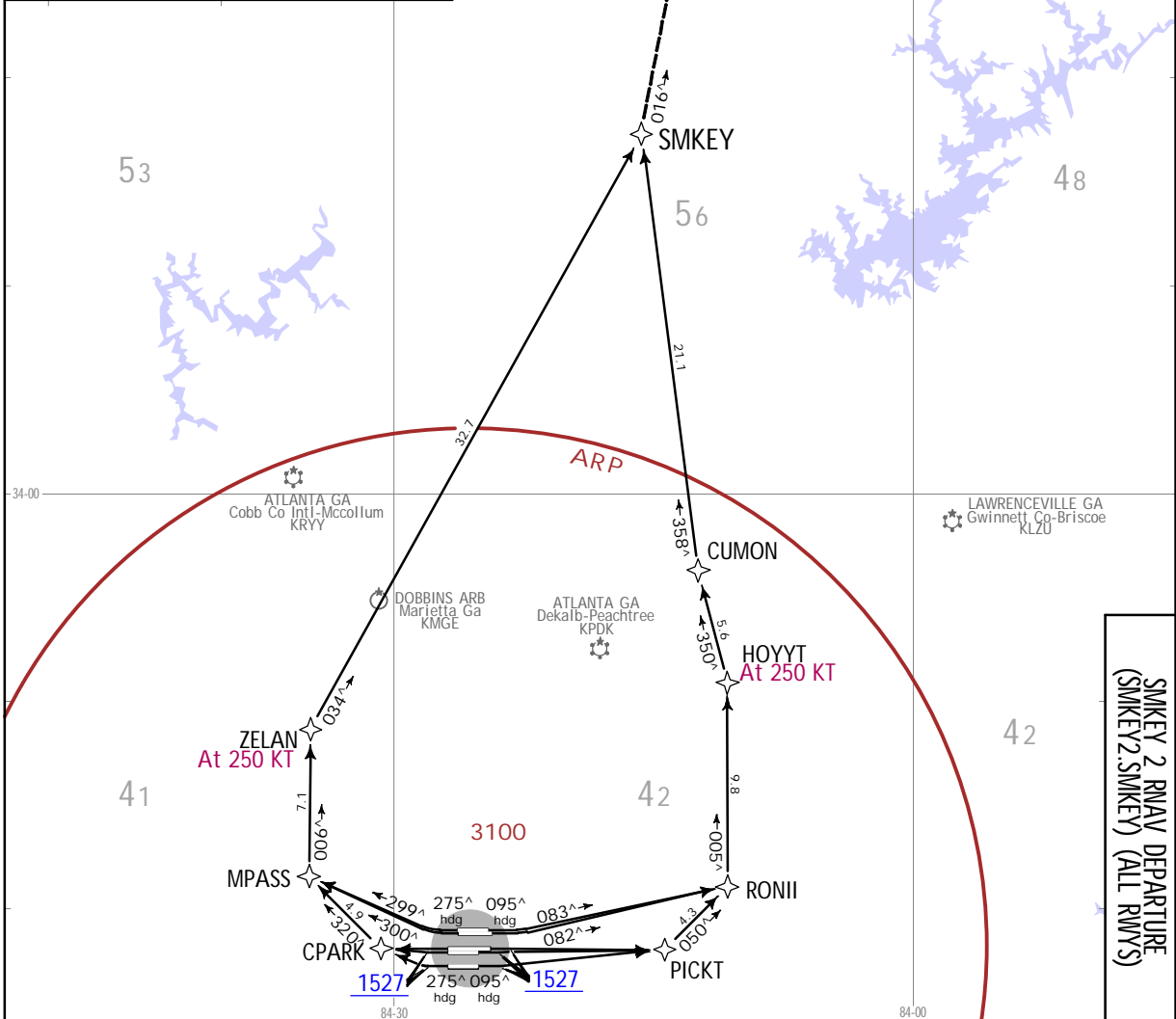
TAKEOFF OBSTACLE NOTES
See TAKEOFF OBSTACLE NOTES page (10-30B1).

This SID requires takeoff minimums (for standard minimums, refer to airport chart):
All 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 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
ATLANTA, GA
RNAV SID
JEPPesen
10-3N
EFF. 19.08.2023

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

KATL/ATL


JEPPESEN
 4 SEP 20 (10-3OB1)

ATLANTA, GA

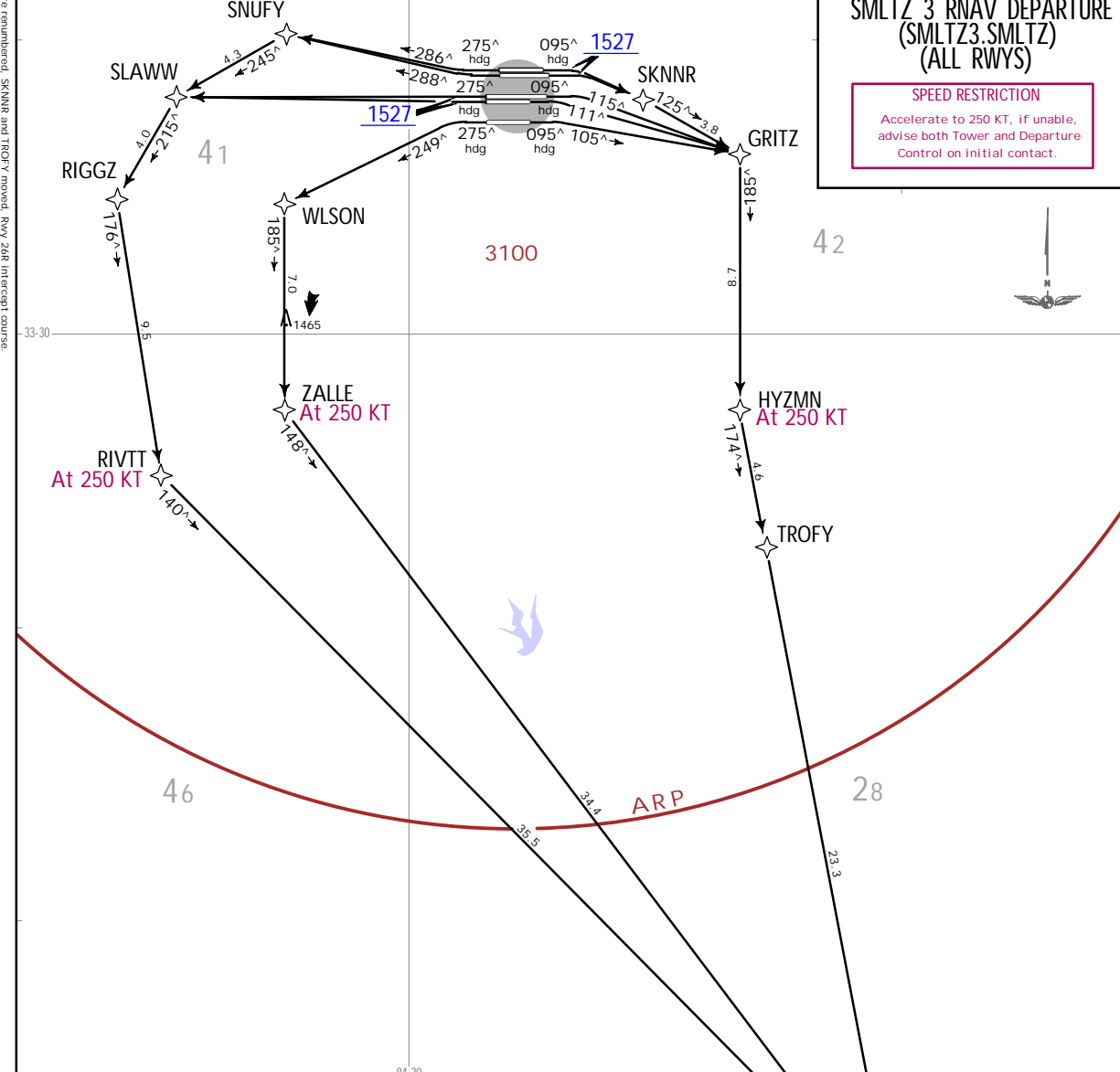
HARTSFIELD-

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	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	1026	RNAV 1-DME/DME/IRU or GPS	



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 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 intercept course 249° to WLSN, then on depicted route to SMLTZ, MAINTAIN 250 KT to RIVTT.	
28	Climb on heading 275° to intercept course 249° to WLSN, 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
JEPPESSEN
(10-3P) Eff. 19 May.

ATLANTA, GA
RNAV SID
SMLTZ 3 RNAV DEPARTURE
(SMLTZ3.SMLTZ) (ALL RWYS)

NOT TO SCALE
WALET
NOT TO SCALE

THOMASTON GA
-Upson Co
KOPN

CHANGES: Procedure renumbered. SKNNR and TROFY moved. Rwy 26R intercept course.

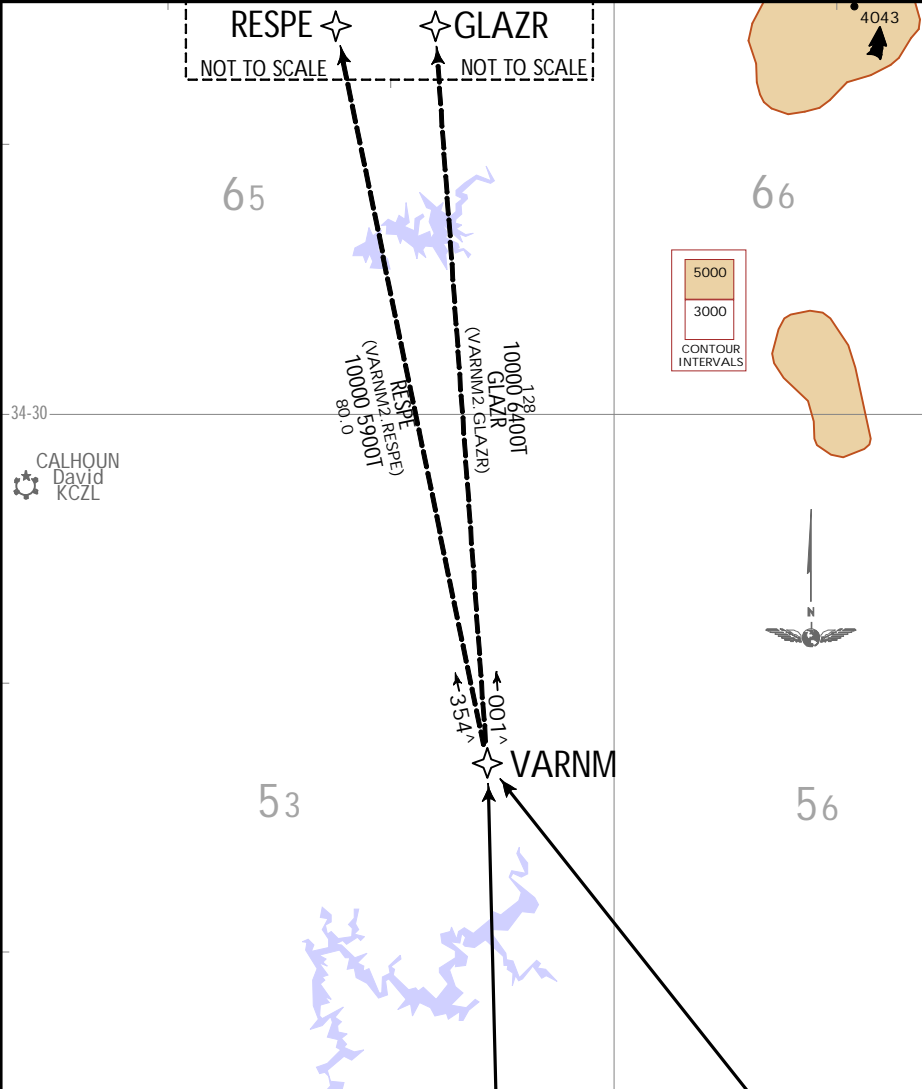
JEPPESSEN, 2017, 2023. ALL RIGHTS RESERVED.

CHANGES: None

KATL/ATL
HARTSFIELD-
JACKSON ATLANTA INTL

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

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).



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.

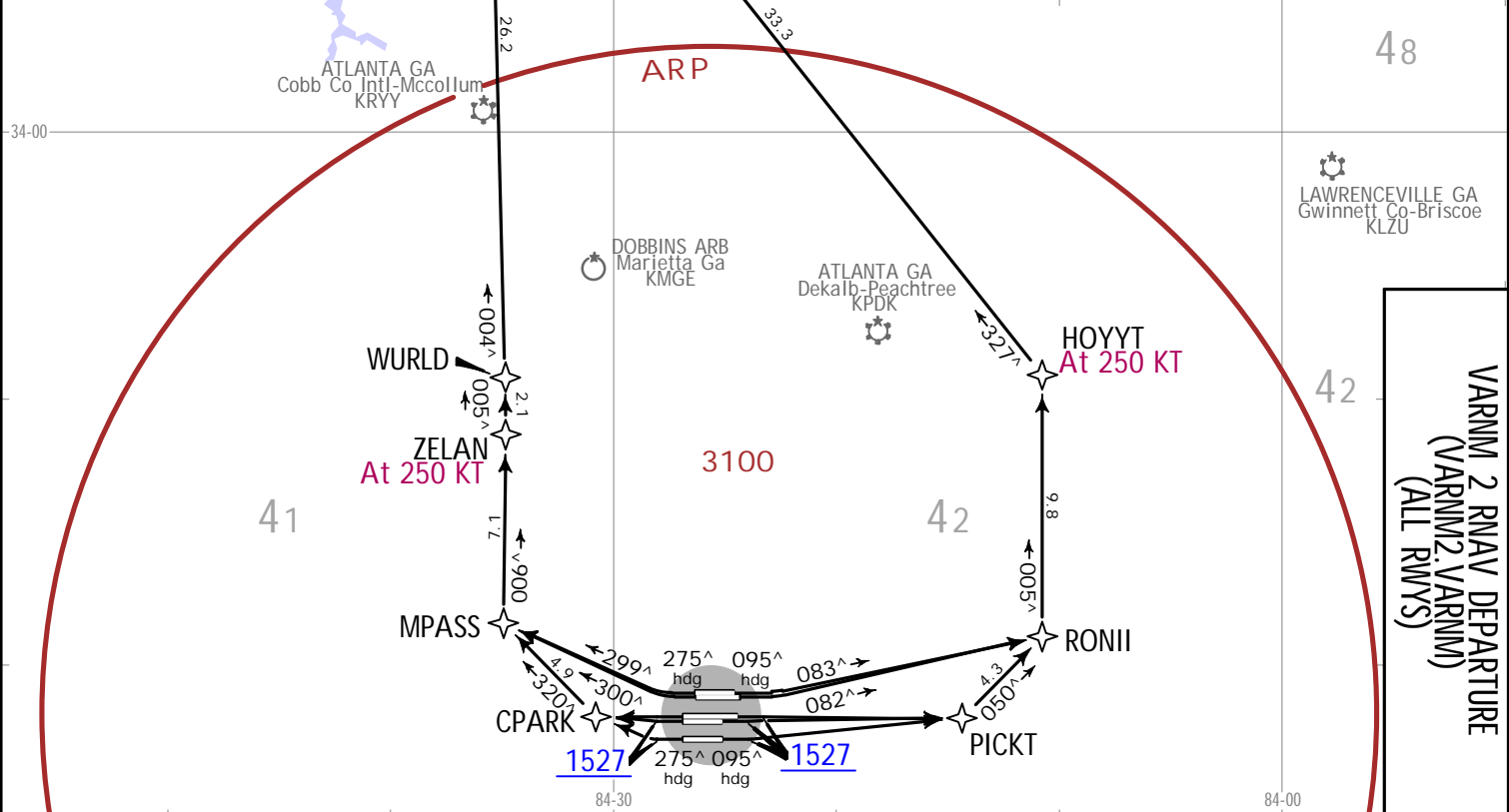
TAKEOFF OBSTACLE NOTES
See TAKEOFF OBSTACLE NOTES page (10-30B1).

This SID requires takeoff minimums (for standard minimums, refer to airport chart):
All 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	Climb heading 095° to intercept course 083° to RONII, then on depicted route to VARNM, MAINTAIN 250 KT to HOYYT.	10000
8R	Climb heading 095° to intercept course 082° to RONII, then on depicted route to VARNM, MAINTAIN 250 KT to HOYYT.	
9L/R, 10	Climb heading 095° to 1527, then direct PICKT, then on depicted route to VARNM, MAINTAIN 250 KT to HOYYT.	
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)

JEPPESSEN ATLANTA, GA
 13 MAY 22 (10-30) . Eff. 19 May . RNAV.SID.

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

**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.

INITIAL CLIMB

8L/R Climb on heading 095° to 1527, then RIGHT turn direct SKNNR, then on track 125° to GRITZ, then on track 185° to HYZMNM, then on track 174° to TROFY, then on track 146° to HYZM.

9L Climb on heading 095° to intercept course 115° to GRITZ, then on track 185° to HYZMNM, then on track 174° to TROFY, then on track 146° to VRSTY, MAINTAIN 250 KT to HYZM.

9R Climb on heading 095° to intercept course 111° to GRITZ, then on track 185° to HYZMNM, then on track 174° to TROFY, then on track 146° to VRSTY, MAINTAIN 250 KT to HYZM.

10 Climb on heading 95° to intercept course 105° to GRITZ, then on track 185° to HYZMNM, then on track 174° to TROFY, then on track 146° to VRSTY, MAINTAIN 250 KT to HYZMNM.

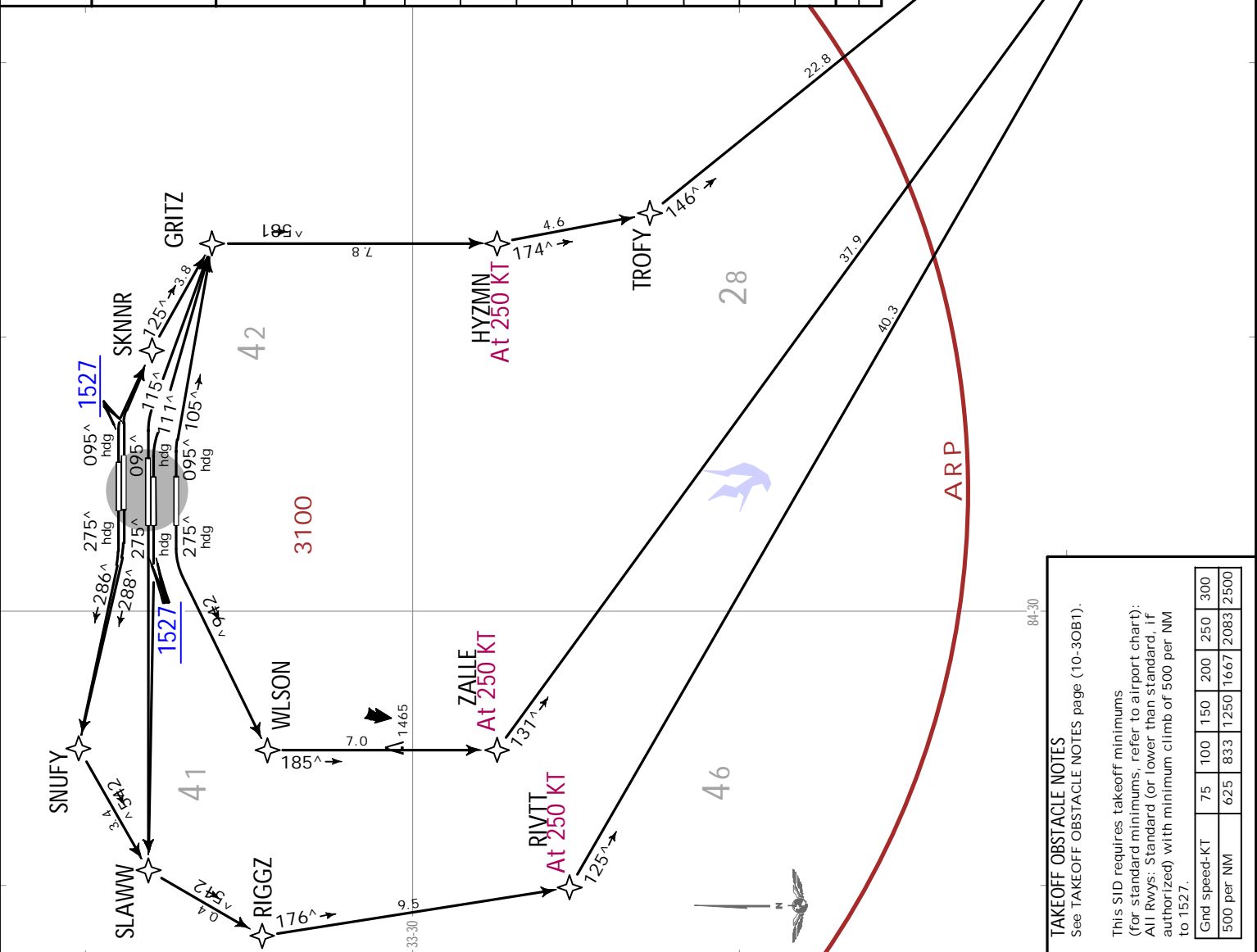
26L Climb on heading 275° to intercept course 288° to SNUFY, then on track 245° to SLAWW, then on track 215° to RIGGZ, then on track 176° to RIVTT, then on track 125° to VRSTY, MAINTAIN 250 KT to RIVTT.

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 WLSN, then on track 185° to ZALLE, then on track 131° to VRSTY, MAINTAIN 250 KT to ZALLE.

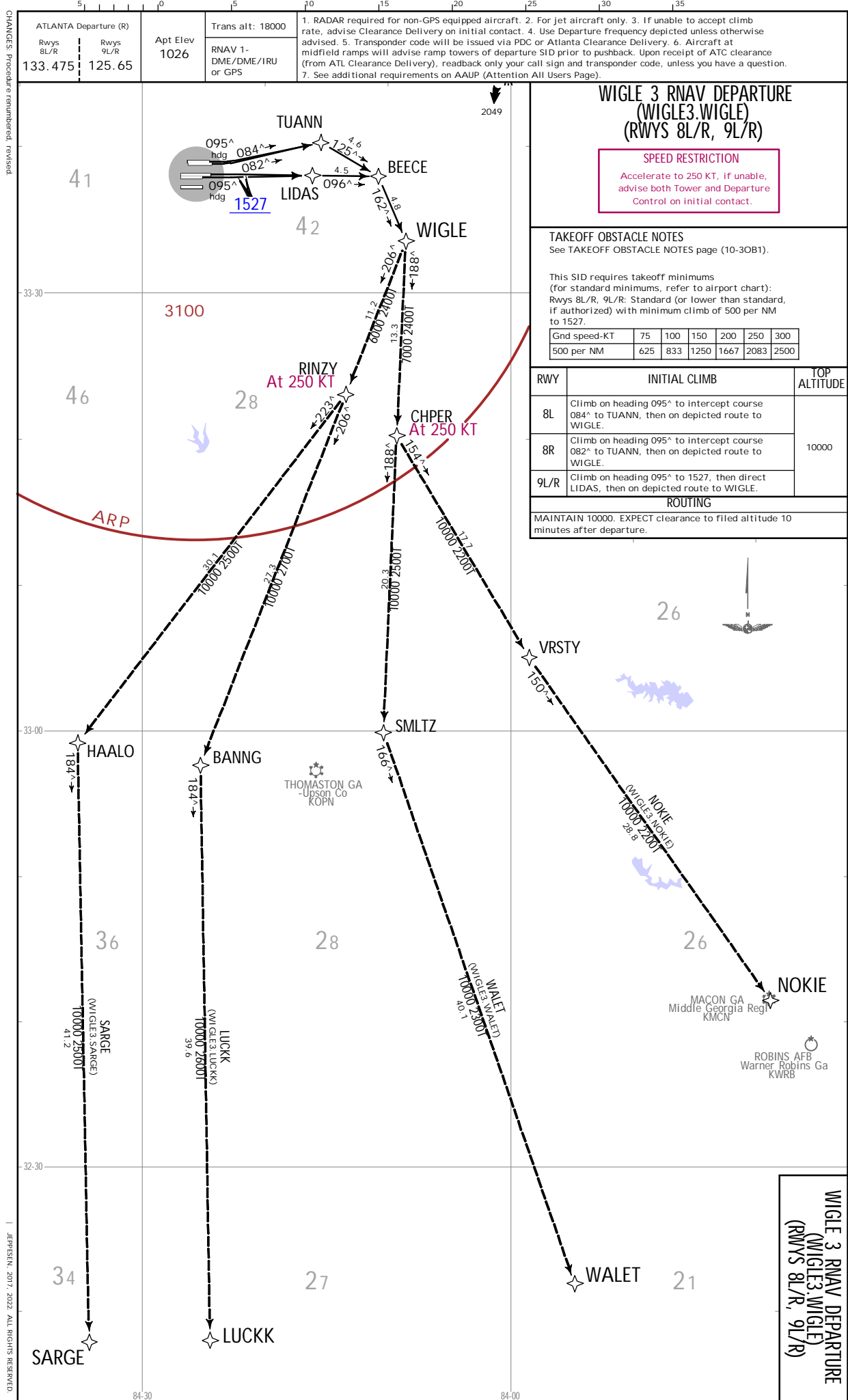
ROUTING	MAINTAIN 10000. EXPECT clearance to filed altitude 10 minutes after departure.
TOP ALTITUDE	10000



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, 9L/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.

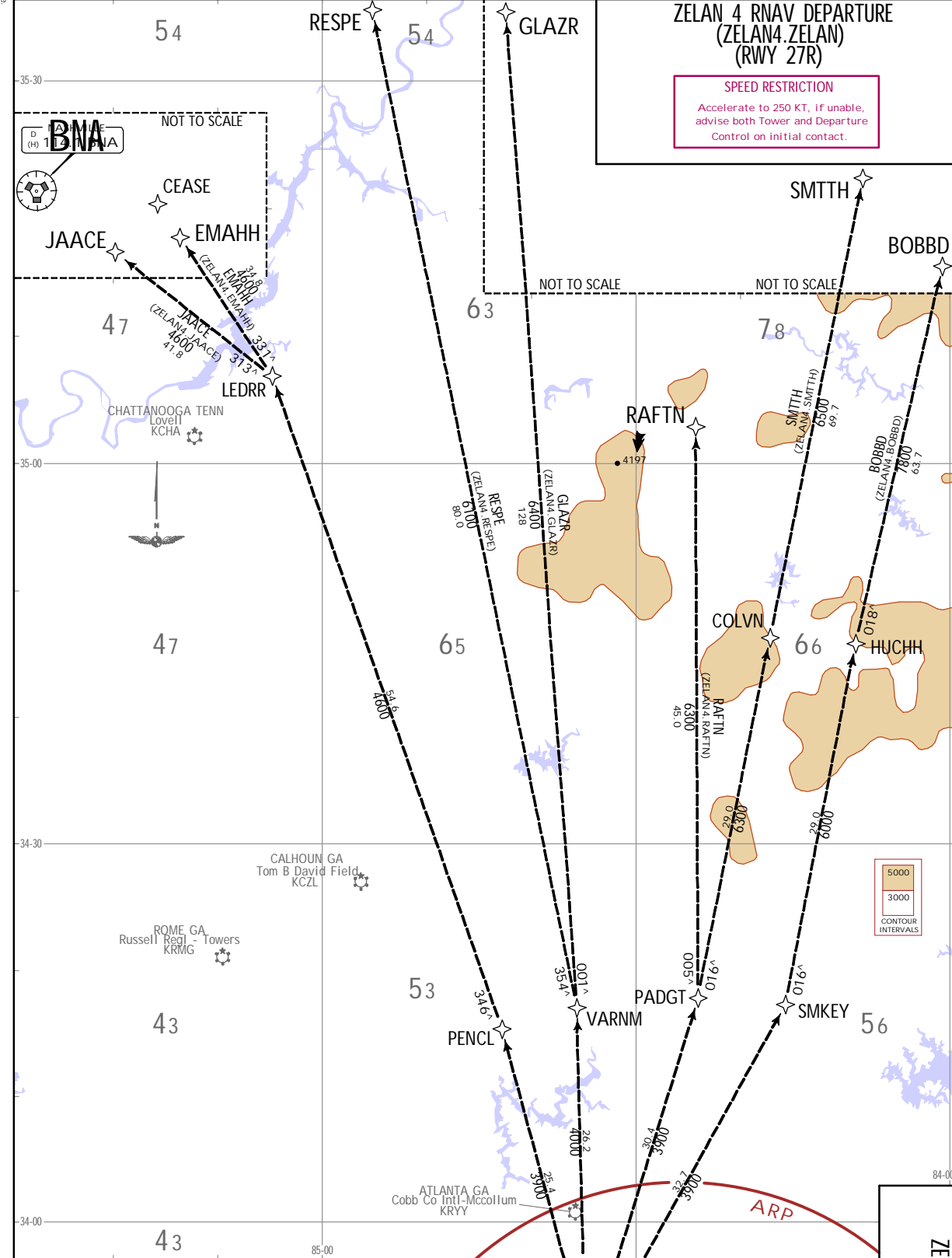
KATL/ATL
 HARTSFIELD-JACKSON ATLANTA INTL
 JEPPESEN
 10-31 EFF: 19 MAY 22
 ATLANTA, GA
 RNAV SID

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

CHANGES: Procedure renumbered, revised
 1 JEPPESEN, 2017, 2021. ALL RIGHTS RESERVED.

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	TOP ALTITUDE
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.	10000

ZELAN 4 RNAV DEPARTURE (ZELAN4,ZELAN) (RWY 27R)

ATLANTA, GA RNAV SID

JEPPesen 13 MAY 22 (10-30) Eff: 19 May.

CHANGES: None

JEPPesen, 2017, 2018. ALL RIGHTS RESERVED.

KATL/ATL



TAXI

HARTSFIELD-JACKSON
ATLANTA INTL

11 NOV 22 (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 runways without specific clearance from ATC. Crews are required to read back all hold short instructions.

ARRIVALS

From Runway 8L/26R		
Route Ident	Starting Point	Routing Via
Victor Loop	Exiting 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	Exiting Rwy 9R	- Left turn November - [Expect sequencing with Rwy 10 Arrivals at November-2 or Papa] - Right turn Papa - HOLD SHORT Rwy 9L at Papa - Lima - Contact Ground 121.75 on Lima - Hold Short Tango until advised

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

From Runway 10/28		
Route Ident	Starting Point	Routing Via
Pink Sierra Charlie	Exiting Rwy 10/28	- Sierra Golf - Sierra Charlie - Monitor Tower 119.3 on Sierra Charlie - HOLD SHORT Rwy 9R/27L at Sierra Charlie - Expect further instructions from ATC
Pink 3	Exiting Rwy 10/28	- Sierra Golf - Sierra Charlie - Monitor Tower 119.3 on Sierra Charlie - Left turn Romeo - Right turn Romeo-3 - HOLD SHORT Rwy 9R/27L at Romeo-3 - Expect further instructions from ATC
Pink West	Exiting Rwy 10/28	- Sierra Golf - Sierra Charlie - Monitor Tower 119.3 on Sierra Charlie - Left turn Romeo - HOLD SHORT Rwy 9R/27L at West End - Expect further instructions from ATC

KATL/ATL



TAXI

HARTSFIELD-JACKSON
ATLANTA INTL

11 NOV 22 (10-6A)

ATLANTA, GA

STANDARD TAXI ROUTES (CONTD.)

ARRIVALS

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

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

ATLANTA, GA
HARTSFIELD-JACKSON ATLANTA INTL

KATL/ATL
 Aft Elev: 1026'
 MEG 38.2, W084.25.7

D-ATIS 125.55
 23 DEC 22 (10-9)
 JEPPESEN
 Data Comm: OPDLC, DCL
 ACARS: D-ATIS, PDC, TWIP

ATLANTA Clearance 118.1
 Rwy 9L/R, 26L/R 121.9
 Rwy 8L/R, 26R 119.1
 Rwy 10/28 121.65
 Rwy 8L/26R 119.1
 Rwy 8R/26L 125.325
 Tower Rwy 9L/27R 123.85
 Rwy 9R/27L 119.3
 Rwy 10/28 119.5
 Rwy 8L/R, 26L/R 133.475
 ATLANTA Departure (R) Rwy 9L/R, 27L/R 135.375

LEGEND

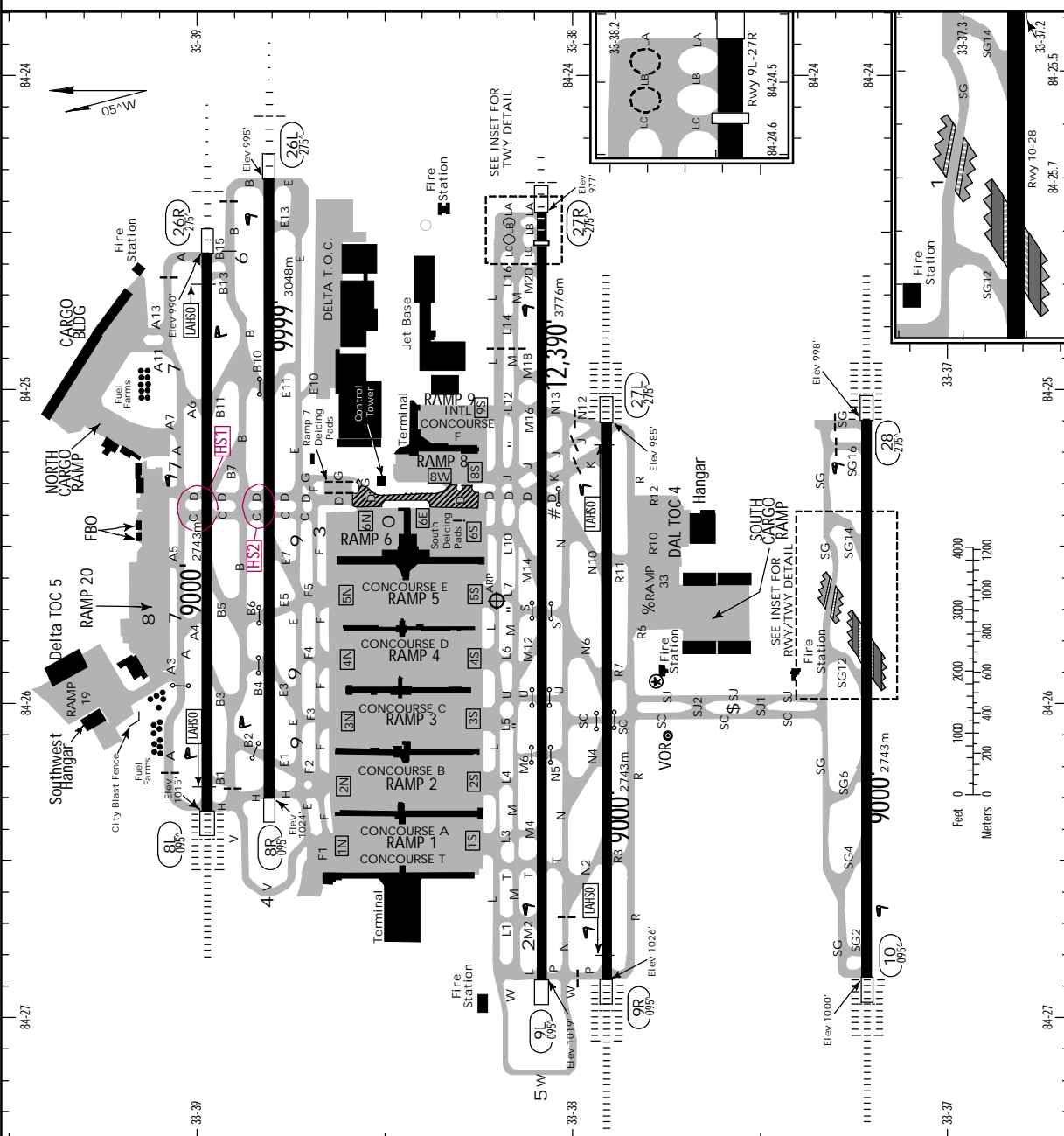
- HST** RUNWAY INCURSION HOT SPOTS See 10-9A for description of Hot Spots
- Non-movement area, contact 131.375
- ILS Holding

CAUTION NOTES

- CAUTION: Pilots are cautioned not to mistake the marked concrete on Rwy 10/28 and Twy SG for taxiway at the 1-285 overpass.

OPERATIONAL NOTES

- Below RVR 1200 down to and including RVR 600, all twys are available except Twy A west of Twy A3, and Twys B4, B6, B10, M6, NS, U, S and SC north of Twy R.
- Aircraft with wingspans greater than 171' (52m) are required to use taxi speeds less than 15 mph when passing aircraft with wingspans greater than 214' (65m) on Twys L/M (East of L7).
- Aircraft with wingspans greater than 214' (65m) should expect to use Twys 9L/27R and 9R/27L.
- All aircraft with wingspans greater than 214' (65m) are required to use taxi speeds not greater than 15 mph on Twys A, L, M, and SJ.
- No aircraft with wingspans greater than 213' (65m) may pass another aircraft with wingspan greater than or equal to 225' (69m) on Twy L/M east of L7.
- No aircraft with wingspans greater than or equal to 225' (69m) may taxi on Twy M between L14 & L16, Twy N between P and SC, and Twy N between U and K.
- Two aircraft with wingspans greater than or equal to 225' (69m) may not taxi simultaneously on adjacent parallel Twys L/M except west of L7 at speeds less than 15 MPH.
- When aircraft with wingspans greater than 214' (65m) are present on the field, all other aircraft must adhere to the twy center-line on Twys L/M, Twys E/F, and Twys SC/SJ between SG and R due to separation between the parallel twys.
- Aircraft with wingspan greater than 171' (52m) and/or tail height greater than 45' (14m) are restricted from using Twy W. During Twy W operations Rwy 27R intersection departures from Twy LB or Twy LC can expect the following distances with runway remaining: From Twy LB 11,040' (3365m) (TORA/TODA) and 12,140' (3700m) (ASDA); from Twy LC 10,810' (3295m) (TORA/TODA) and 11,910' (3630m) (ASDA). Aircraft may request the full length of Rwy 27R for departure upon initial contact with ATIS.
- Rwy 9L departures can expect intersection departure from Twy M2 with runway remaining 11,440' (3487m).
- Aircraft with wingspans greater than 214' (65m) are restricted from using Twy F east of Ramp 5 north and west of Twy D.
- Aircraft with wingspan greater than 171' (52m) are restricted from using Twy V.
- Aircraft with wingspan greater than 171' (52m) and/or tail height greater than 45' (14m) are restricted from using Twy W.
- Rwy 26R approach area holding point.
- FOR RAMP A DE-ICING QUEUES SEE 10-9H3
- FOR RAMP 20 DE-ICING PADS SEE 10-9H2
- FOR Twy E DE-ICING QUEUES SEE 10-9H1
- FOR RAMP 6 NORTH DE-ICING PADS SEE 10-9J
- FOR RAMP 6 SOUTH DE-ICING PADS SEE 10-9J1
- FOR Twy M DE-ICING QUEUES SEE 10-9H2
- FOR Twy M DE-ICING QUEUES SEE 10-9H2
- FOR Twy D between Rwy 9L and Twy N is southbound only
- FOR Twy SJ AND R DE-ICING QUEUES SEE 10-9H4
- FOR RAMP 33 DE-ICING PADS SEE 10-9J3



CHANGES: None

JEPPESEN, 2001, 2022. ALL RIGHTS RESERVED.

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

RWY 9L			
With Minm climb of 270°/NMI to 1200'			
2 operating RVRs are required All operating RVRs are controlling	Adequate Vis Ref	STD	Other
CL & HIRL	RCLM & HIRL	3 & 4 Eng	1 & 2 Eng
TDZ RVR 5	TDZ RVR 10	RVR 24 or 1/2	RVR 50 or 1
Mid RVR 5	Mid RVR 10		
Rollout RVR 5	Rollout RVR 10		

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 PRM Rwy 8L/R ILS Rwy 9L/R ILS PRM Rwy 9L/R ILS Rwy 10 ILS PRM Rwy 10 ILS Rwy 26L/R ILS PRM Rwy 26L/R ILS Rwy 27L/R ILS PRM Rwy 27L/R ILS Rwy 28 ILS PRM Rwy 28	LOC Rwy 8L/R LOC Rwy 9L/R LOC Rwy 10 LOC Rwy 26L/R LOC Rwy 27R LOC Rwy 28 RNAV (GPS) Y Rwy 8R RNAV (GPS) Rwy 8R RNAV (GPS) Rwy 9L/R RNAV (GPS) PRM Rwy 9L RNAV (GPS) Y Rwy 10 RNAV (GPS) Rwy 28
600-2	800-2

ILS Rwy 8L/R ILS PRM Rwy 8L/R ILS Rwy 9L/R ILS PRM Rwy 9L/R ILS Rwy 10 ILS PRM Rwy 10 ILS Rwy 26L/R ILS PRM Rwy 26L/R ILS Rwy 27L/R ILS PRM Rwy 27L/R ILS Rwy 28 ILS PRM Rwy 28	LOC Rwy 8L/R LOC Rwy 9L/R LOC Rwy 10 LOC Rwy 26L/R LOC Rwy 27R LOC Rwy 28 RNAV (GPS) Y Rwy 8R RNAV (GPS) Rwy 8R RNAV (GPS) Rwy 9L/R RNAV (GPS) PRM Rwy 9L RNAV (GPS) Y Rwy 10 RNAV (GPS) Rwy 28	800-2 800-2 1/4 800-2 3/4	NA
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GENERAL
ASDE-X in use. Operate transponders with altitude reporting mode and ADS-B (if equipped) enabled on all airport surfaces.
Bird hazard.
Terminal Doppler Weather Radar.
Low-level wind shear alert system.
Noise and operations monitoring system (NOMS) program in effect; call the Atlanta Department of Aviation 770-436-6473 for more information.
Preferential rwy use in effect, expect to use Rwys 8R/26L, 9L/27R for departures.
Rwys 8L/26R, 9R/27L are used primarily for arrivals.
Runups are permitted at various sites; coordinate use of city facilities, movement areas, allowable non-movement areas with Department of Aviation Operations, 404-530-6620; and coordinate the use of the airlines facilities with them.
Touch and go operations, low approaches, and practice instrument approaches are not permitted.
Landing aircraft can expect to remain on Twr frequency until specifically instructed to contact Gnd control.

RWY	HIRL CL	CL	PAPI-L	ADDITIONAL RUNWAY INFORMATION			
				THRESHOLD	LANDING BEYOND	LAHSO Distance	TAKE-OFF
8R	HIRL CL 1	PAPI-L	grooved RVR	8750'	2667m		150' 46m
26L	HIRL CL	MALSR	2 PAPI-L	8899'	2712m		150' 46m


1	Angle 3.0°.						
2	Unusable beyond 7° left and right of runway centerline.						
8L	HIRL CL	ALSF-II	3 PAPI-L	grooved RVR	7800'	2377m	150' 46m
26R	HIRL CL	MALSR	TDZ 6 PAPI-L	grooved RVR	7851'	2393m	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	150' 46m
27L	HIRL CL	ALSF-II	TDZ 7 PAPI-R	grooved RVR	7924'	2415m	150' 46m

7	Angle 3.0°.						
8	LDA 8865' (2702m).						
9L	HIRL CL	OPAPI-R	grooved RVR	11,290'	3441m		150' 46m
927R	HIRL CL	MALS	OPAPI-R	grooved RVR	10,870'	3313m	150' 46m

9	Tree 4424' (1348m) from departure end of runway, 1006' (307m) right of centerline.						
0	Angle 3.0°.						
!	LDA 11,730' (3575m).						
"	LDA 11,890' (3624m).						
10	HIRL CL	ALSF-II	TDZ # PAPI-R	grooved RVR	7851'	2393m	150' 46m
28	HIRL CL	ALSF-II	TDZ # PAPI-R	grooved RVR	7900'	2408m	150' 46m

Angle 3.00°.

RUNWAY INCURSION HOT SPOTS 

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 rws. 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.

KATL/ATL


JEPPESSEN
 4 SEP 20
 .Eff. 10.Sep. (10-9A1)

ATLANTA, GA

HARTSFIELD-JACKSON ATLANTA INTL

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.

KATL/ATL

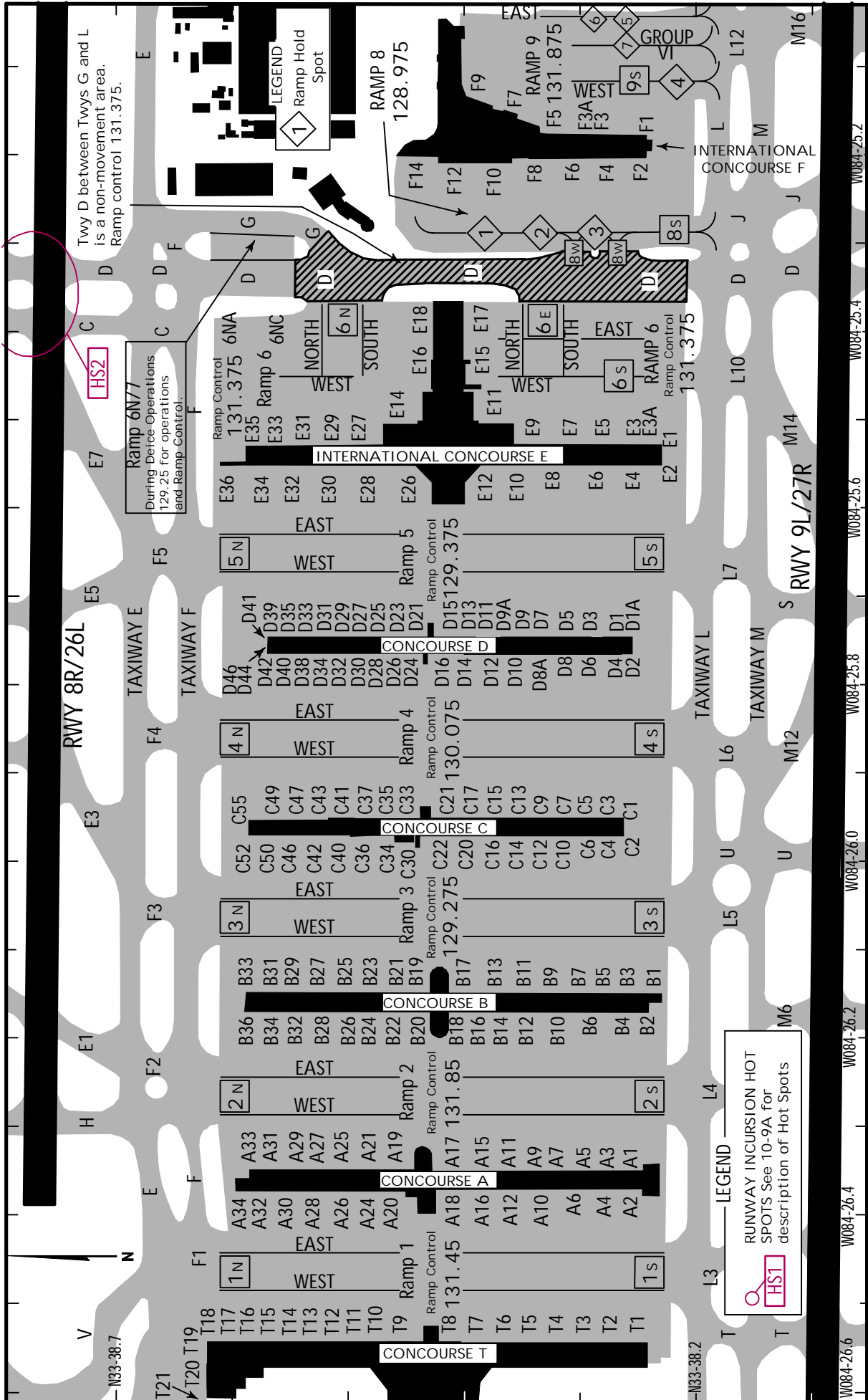
JEPESEN

ATLANTA, GA

2 SEP 22

10-9B

HARTSFIELD-JACKSON ATLANTA INTL



CHANGES: Concourse T ramp, gates added, and building revised, format.

JEPESEN, 2001, 2022. ALL RIGHTS RESERVED.

KATL/ATL



ATLANTA, GA

2 SEP 22

10-9C

HARTSFIELD-JACKSON ATLANTA INTL

PARKING GATE COORDINATES			
GATE No.	COORDINATES	GATE No.	COORDINATES
CONCOURSE A		CONCOURSE D (Cont'd)	
A1 thru A7	N33 38.3 W084 26.3	D29	N33 38.5 W084 25.7
A9, A10	N33 38.3 W084 26.3	D30	N33 38.5 W084 25.8
A11, A12	N33 38.4 W084 26.3	D31	N33 38.5 W084 25.7
A15 thru A19	N33 38.4 W084 26.3	D32	N33 38.5 W084 25.8
A20, A21	N33 38.5 W084 26.3	D33	N33 38.5 W084 25.7
A24 thru A29	N33 38.5 W084 26.3	D34	N33 38.5 W084 25.8
A30 thru A34	N33 38.6 W084 26.3	D35	N33 38.6 W084 25.7
CONCOURSE B		D38	N33 38.6 W084 25.8
B1, B2	N33 38.2 W084 26.1	D39	N33 38.6 W084 25.7
B3 thru B7	N33 38.3 W084 26.1	D40	N33 38.6 W084 25.8
B9, B10	N33 38.3 W084 26.1	D41	N33 38.6 W084 25.7
B11 thru B14	N33 38.4 W084 26.1	D42	N33 38.6 W084 25.8
B16, B17, B18	N33 38.4 W084 26.1	D44	N33 38.6 W084 25.8
B19 thru B29	N33 38.5 W084 26.1	D46	N33 38.6 W084 25.8
B31 thru B34	N33 38.6 W084 26.1	INTERNATIONAL CONCOURSE E	
B36	N33 38.6 W084 26.1	E1, E2	N33 38.2 W084 25.5
CONCOURSE C		E3 thru E9	N33 38.3 W084 25.5
C1, C2	N33 38.2 W084 26.0	E10, E11, E12	N33 38.4 W084 25.5
C3 thru C12	N33 38.3 W084 26.0	E14	N33 38.4 W084 25.5
C13 thru C22	N33 38.4 W084 26.0	E15 thru E18	N33 38.4 W084 25.4
C30 thru C47	N33 38.5 W084 26.0	E26	N33 38.5 W084 25.6
C49 thru C55	N33 38.6 W084 26.0	E27	N33 38.5 W084 25.5
CONCOURSE D		E28	N33 38.5 W084 25.6
D1	N33 38.3 W084 25.7	E29	N33 38.5 W084 25.5
D1A	N33 38.2 W084 25.7	E30	N33 38.5 W084 25.6
D2	N33 38.2 W084 25.8	E31	N33 38.5 W084 25.5
D3	N33 38.3 W084 25.7	E32	N33 38.6 W084 25.6
D4	N33 38.3 W084 25.8	E33	N33 38.6 W084 25.5
D5	N33 38.3 W084 25.7	E34	N33 38.6 W084 25.5
D6	N33 38.3 W084 25.8	E35	N33 38.6 W084 25.5
D7	N33 38.3 W084 25.7	E36	N33 38.6 W084 25.6
D8, D8A	N33 38.3 W084 25.8	6NA	N33 38.6 W084 25.4
D9, D9A	N33 38.3 W084 25.7	6NC	N33 38.5 W084 25.4
D10	N33 38.4 W084 25.8	INTERNATIONAL CONCOURSE F	
D11	N33 38.4 W084 25.7	F1 thru F6	N33 38.3 W084 25.2
D12	N33 38.4 W084 25.8	F8	N33 38.3 W084 25.2
D13	N33 38.4 W084 25.7	F7, F9	N33 38.4 W084 25.1
D14	N33 38.4 W084 25.8	F10, F12, F14	N33 38.4 W084 25.2
D15	N33 38.4 W084 25.7	CONCOURSE T	
D16	N33 38.4 W084 25.8	T1 thru T5	N33 38.3 W084 26.5
D21	N33 38.4 W084 25.7	T6, T7, T8	N33 38.4 W084 26.5
D23	N33 38.5 W084 25.7	T9 thru T13	N33 38.5 W084 26.5
D24	N33 38.5 W084 25.8	T14 thru T19	N33 38.6 W084 26.5
D25	N33 38.5 W084 25.7	T20, T21	N33 38.6 W084 26.6
D26	N33 38.5 W084 25.8		
D27	N33 38.5 W084 25.7		
D28	N33 38.5 W084 25.8		

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ATLANTA, GA

17 FEB 23

10-9D

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.

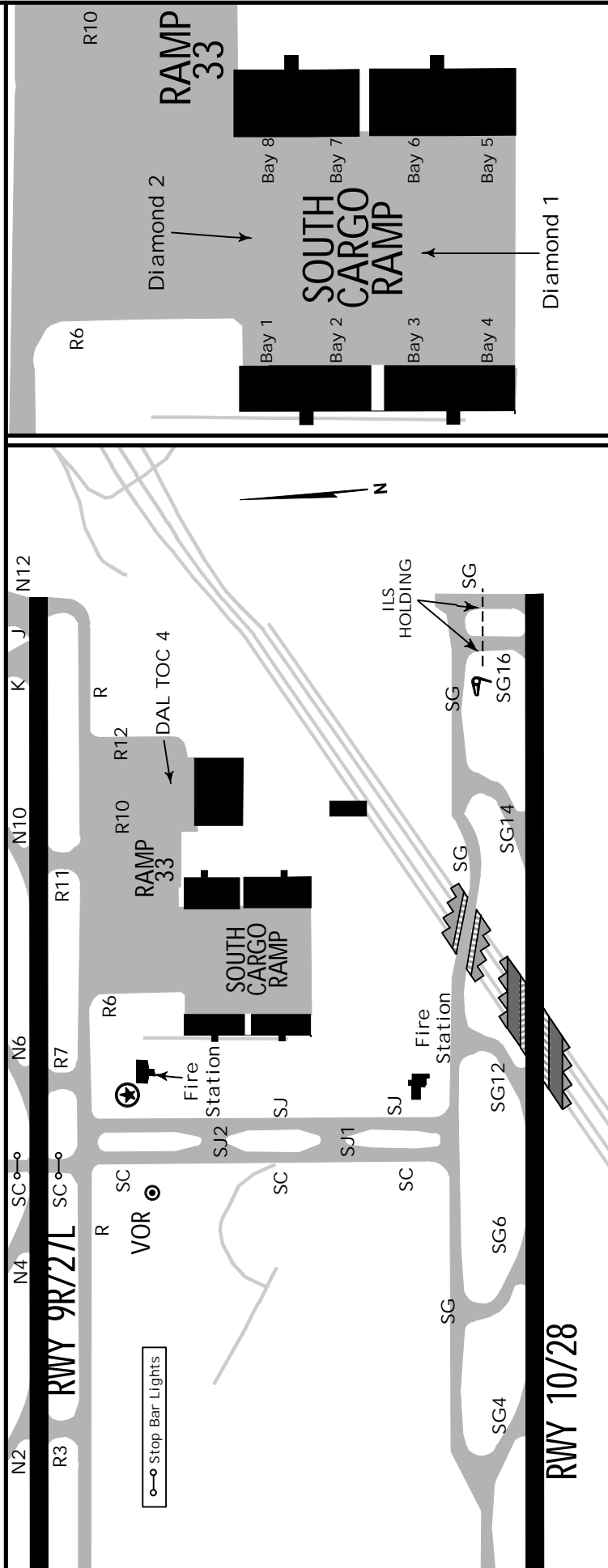
Departing Aircraft:

- 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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HARTSFIELD-JACKSON ATLANTA INTL

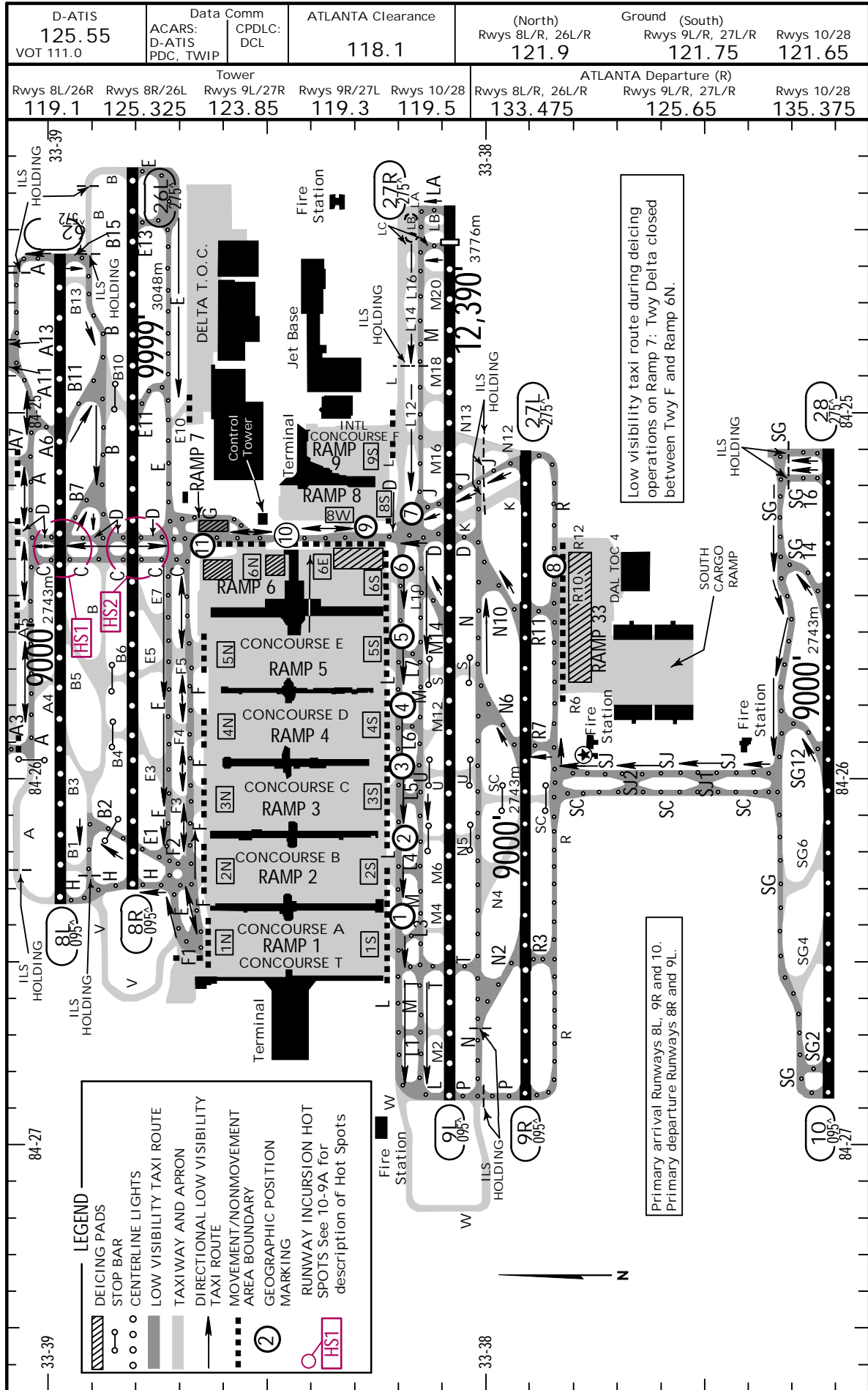
10-9F

25 NOV 22

SMGCS.
ATLANTA, GA

.LESS.THAN.RVR.1200.to.600.

LOW VISIBILITY TAXI ROUTES



KATL/ATL



.SMGCS.

HARTSFIELD-JACKSON ATLANTA INTL

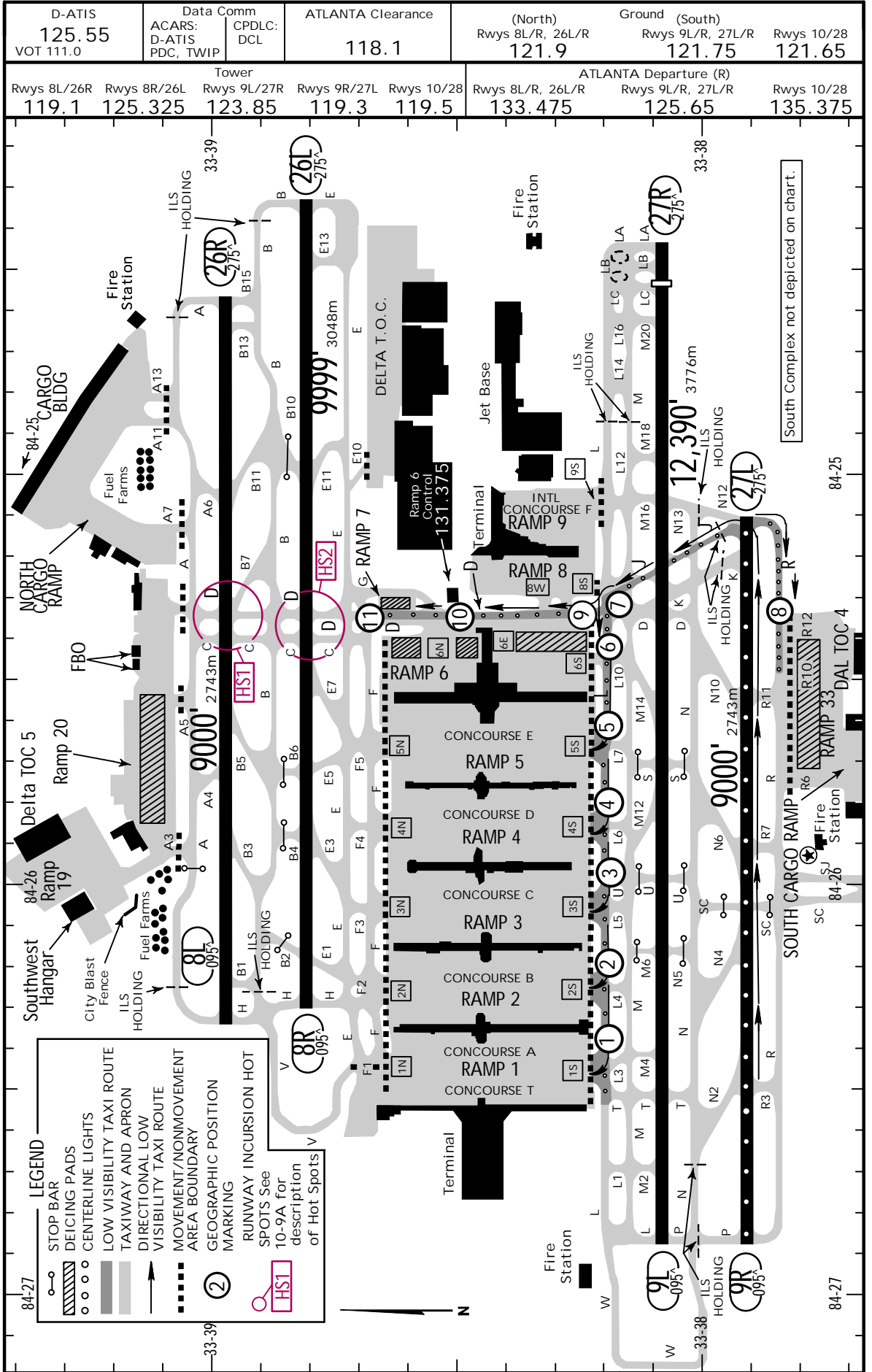
10-9G

25 NOV 22

ATLANTA, GA

.LESS THAN RVR. 600.

LOW VISIBILITY TAXI ROUTES



CHANGES: Twy F1 movement area, Ramp 33, 10-9G1 removed.

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ATLANTA, GA

17 FEB 23

10-9H

HARTSFIELD-JACKSON ATLANTA INTL

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 through F and Y.

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.

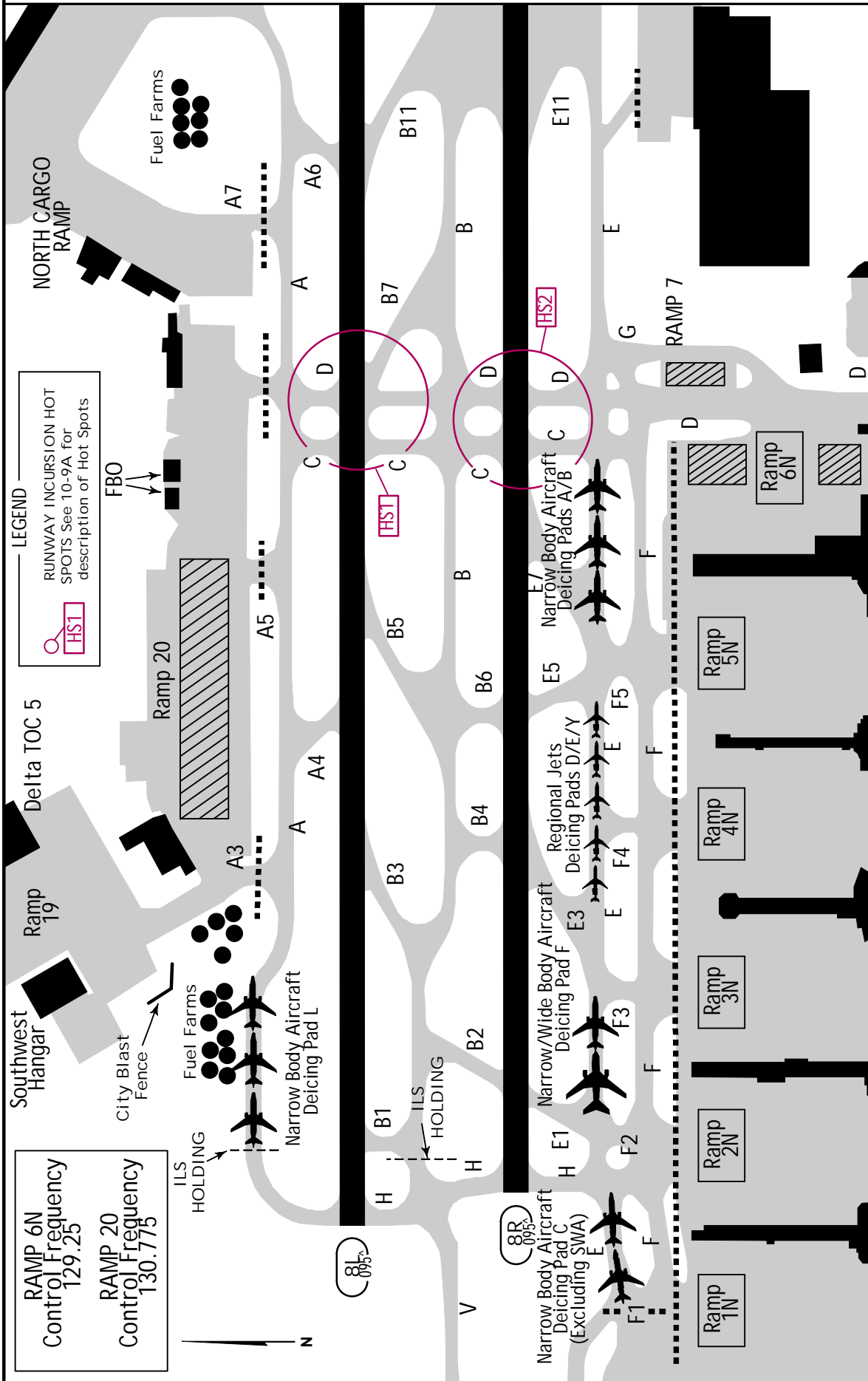
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17 FEB 23 10-9H1

HARTSFIELD-JACKSON ATLANTA INTL

ATLANTA, GA

DE-ICING QUEUING AREAS - NORTH AIRFIELD



LEGEND

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

HST

RAMP 6N
Control Frequency
129.25

RAMP 20
Control Frequency
130.775

CHANGES: Ramp Frequencies added.

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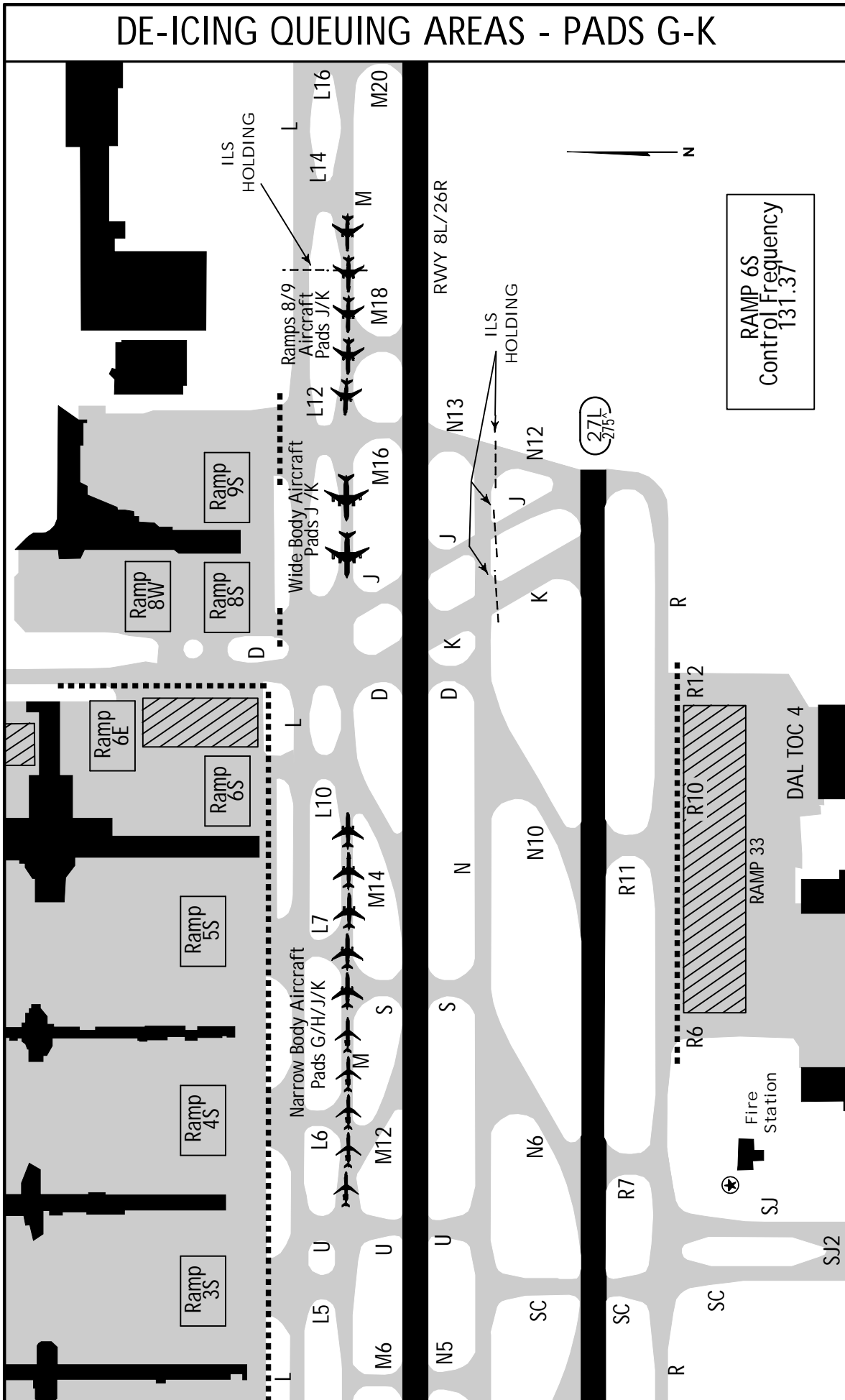
ATLANTA, GA

17 FEB 23

10-9H2

HARTSFIELD-JACKSON ATLANTA INTL

DE-ICING QUEUING AREAS - PADS G-K



CHANGES: Ramp frequency added.

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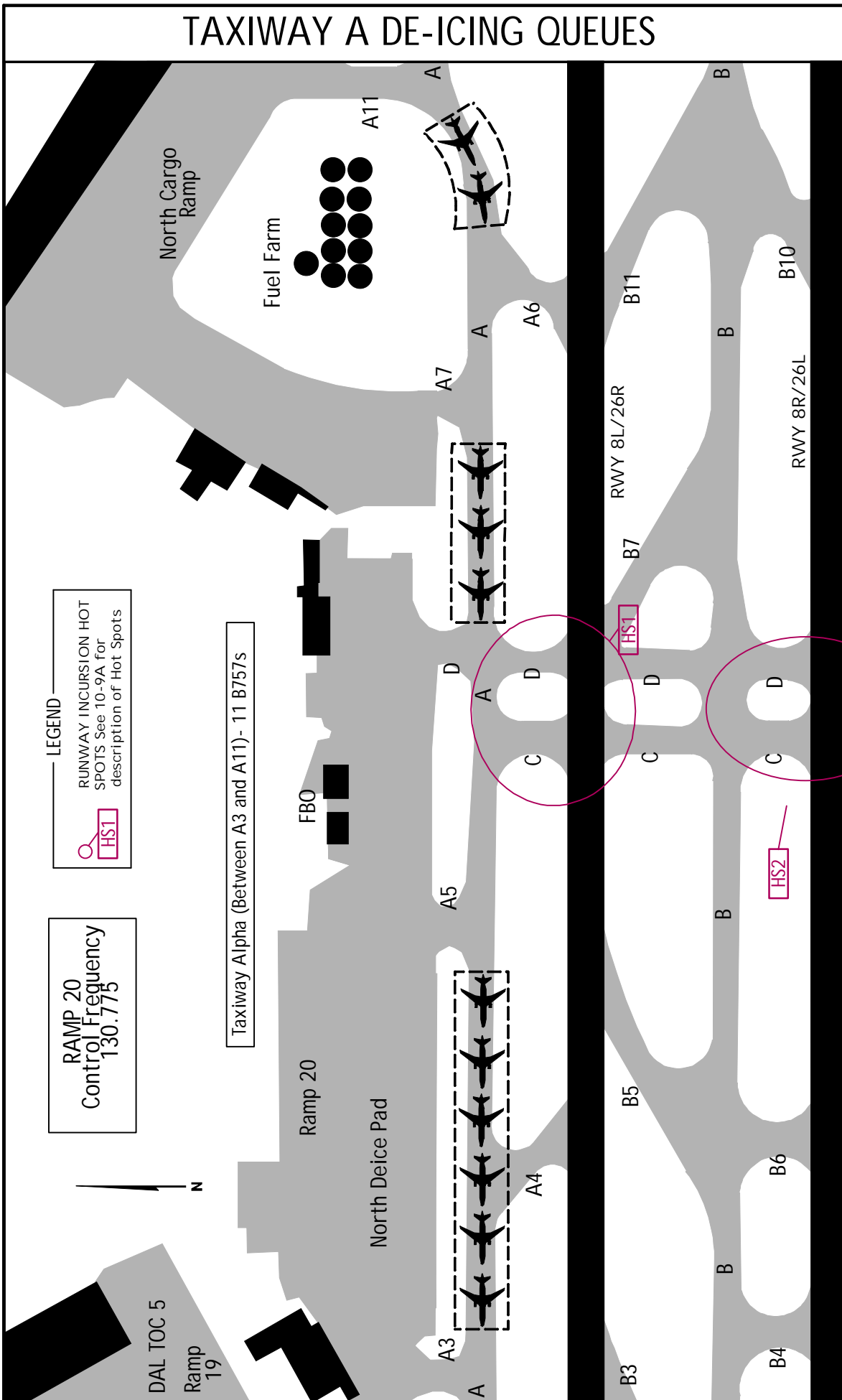
ATLANTA, GA

17 FEB 23

10-9H3

HARTSFIELD-JACKSON ATLANTA INTL

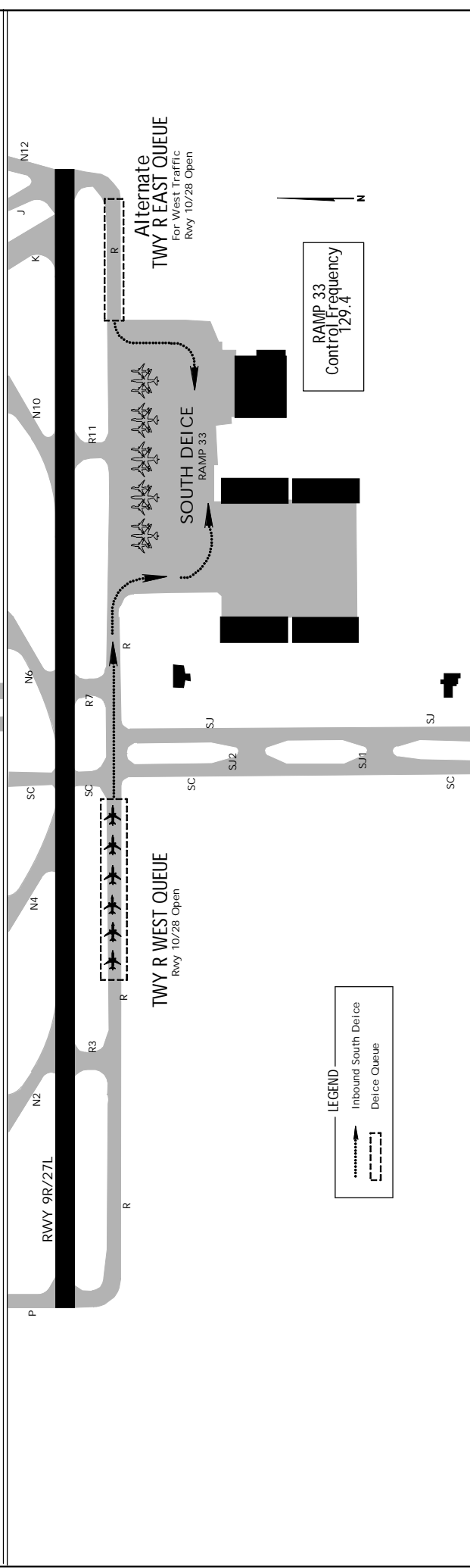
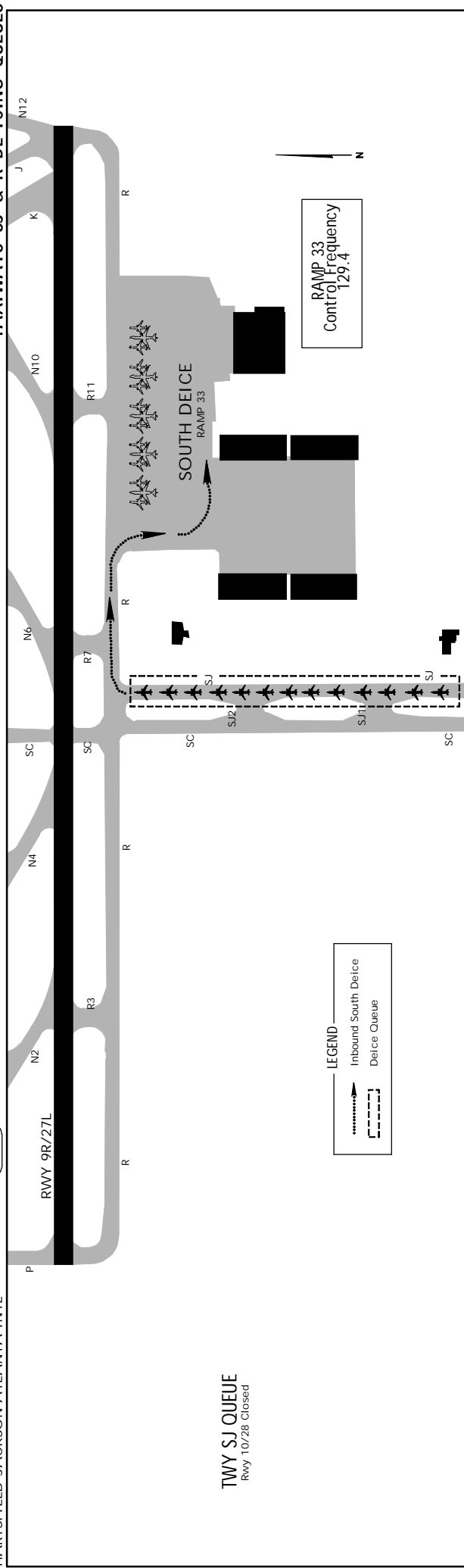
TAXIWAY A DE-ICING QUEUES



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HARTSFIELD-JACKSON ATLANTA INTL

JEPPESSEN
17 FEB 23
10-9H4

ATLANTA, GA
DETECTING QUEUES
TAXIWAYS SJ & R



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JEPPesen

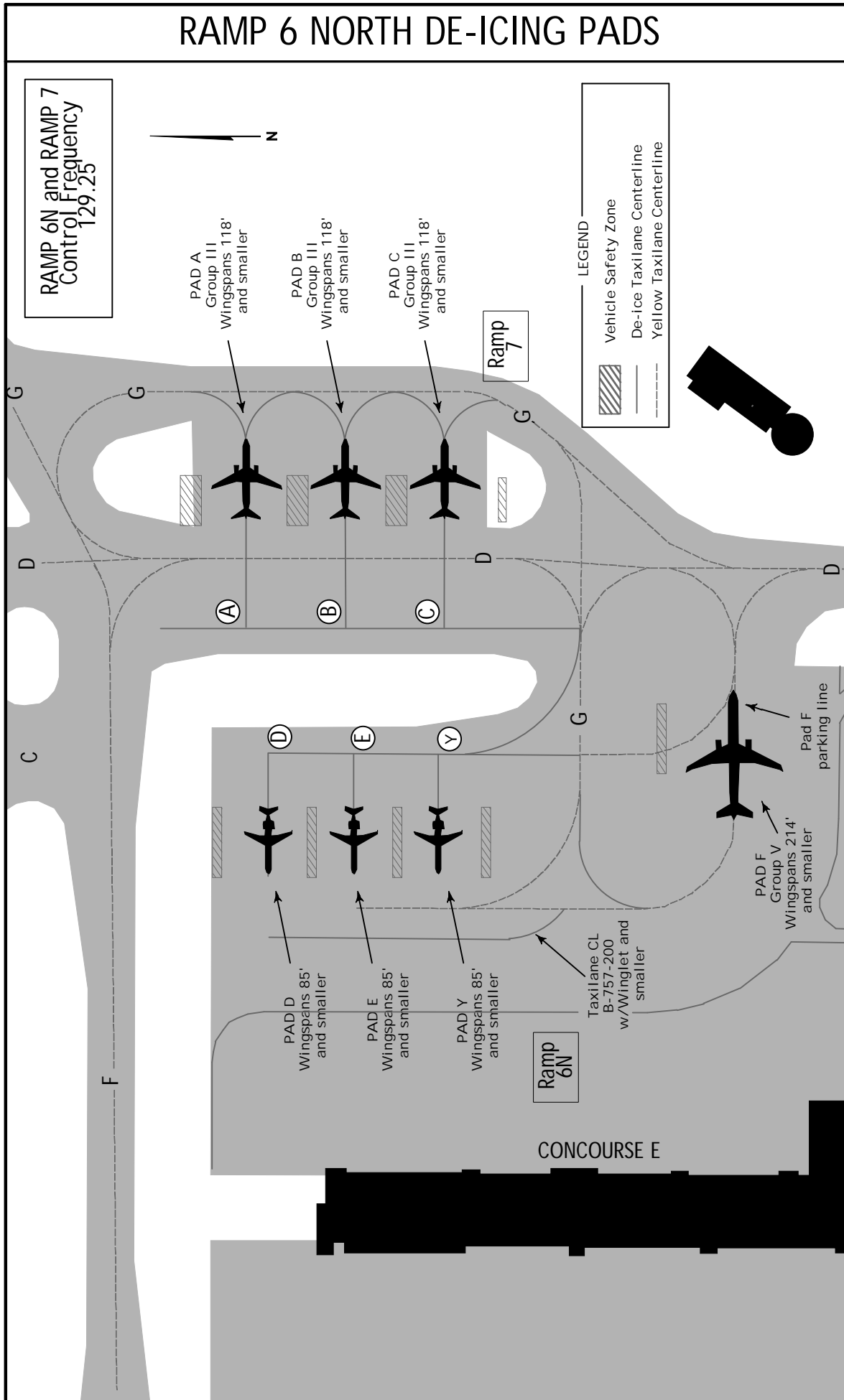
ATLANTA, GA

17 FEB 23

10-9J

HARTSFIELD-JACKSON ATLANTA INTL

RAMP 6 NORTH DE-ICING PADS



KATL/ATL

JEPPESEN

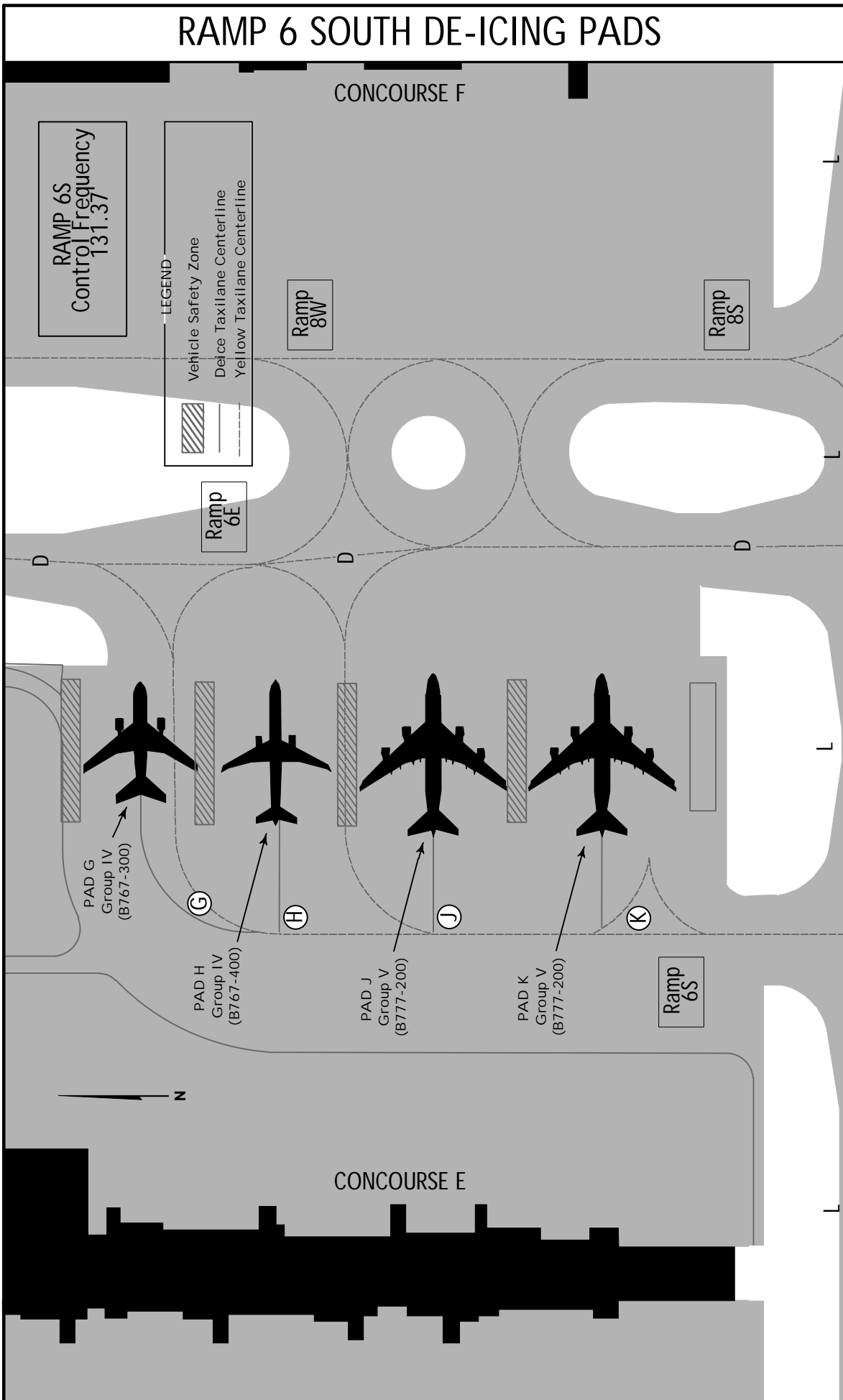
ATLANTA, GA

17 FEB 23

10-9J1

HARTSFIELD-JACKSON ATLANTA INTL

RAMP 6 SOUTH DE-ICING PADS



KATL/ATL

JEPPESEN

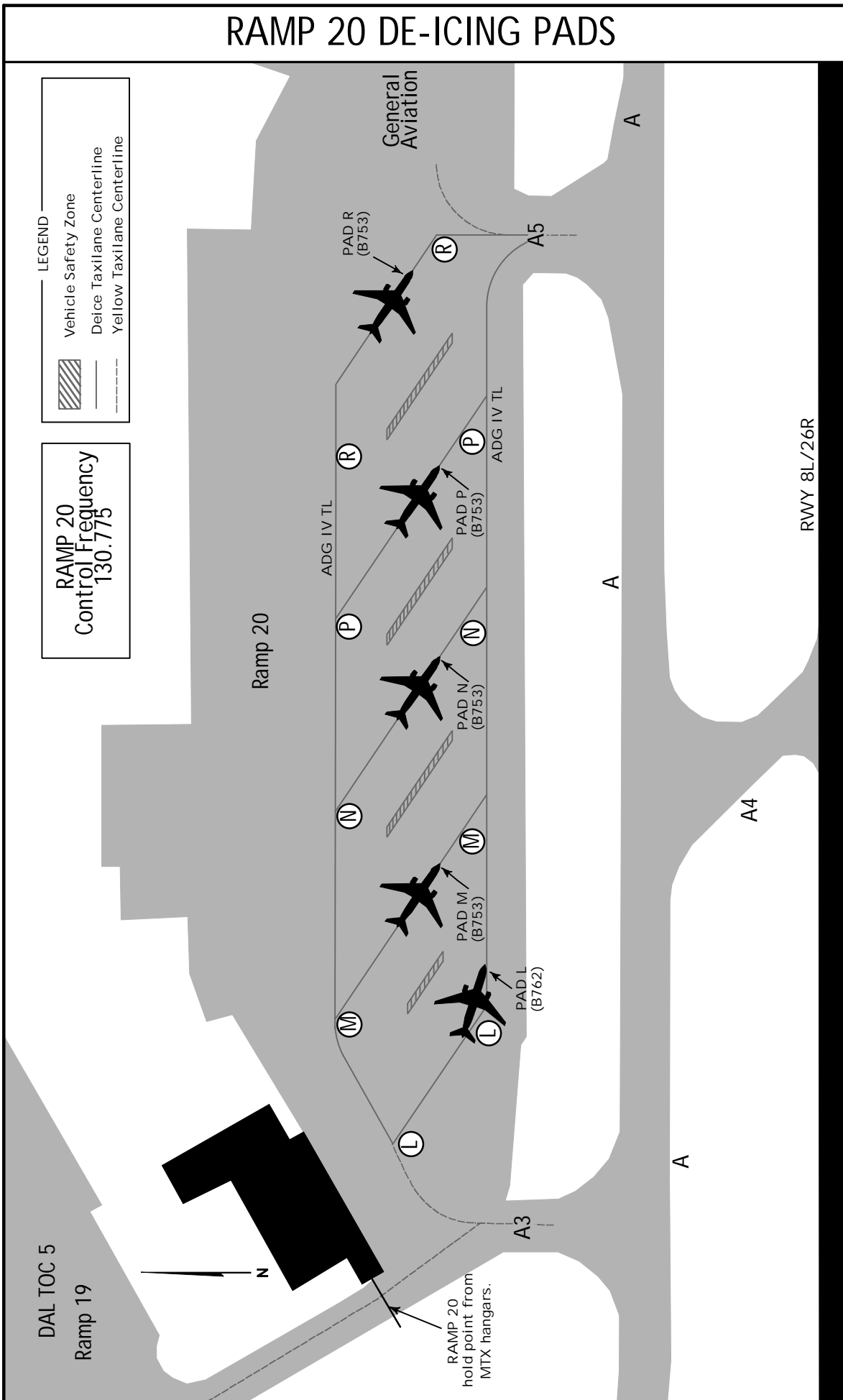
ATLANTA, GA

17 FEB 23

10-9J2

HARTSFIELD-JACKSON ATLANTA INTL

RAMP 20 DE-ICING PADS



KATL/ATL

JEPPESEN

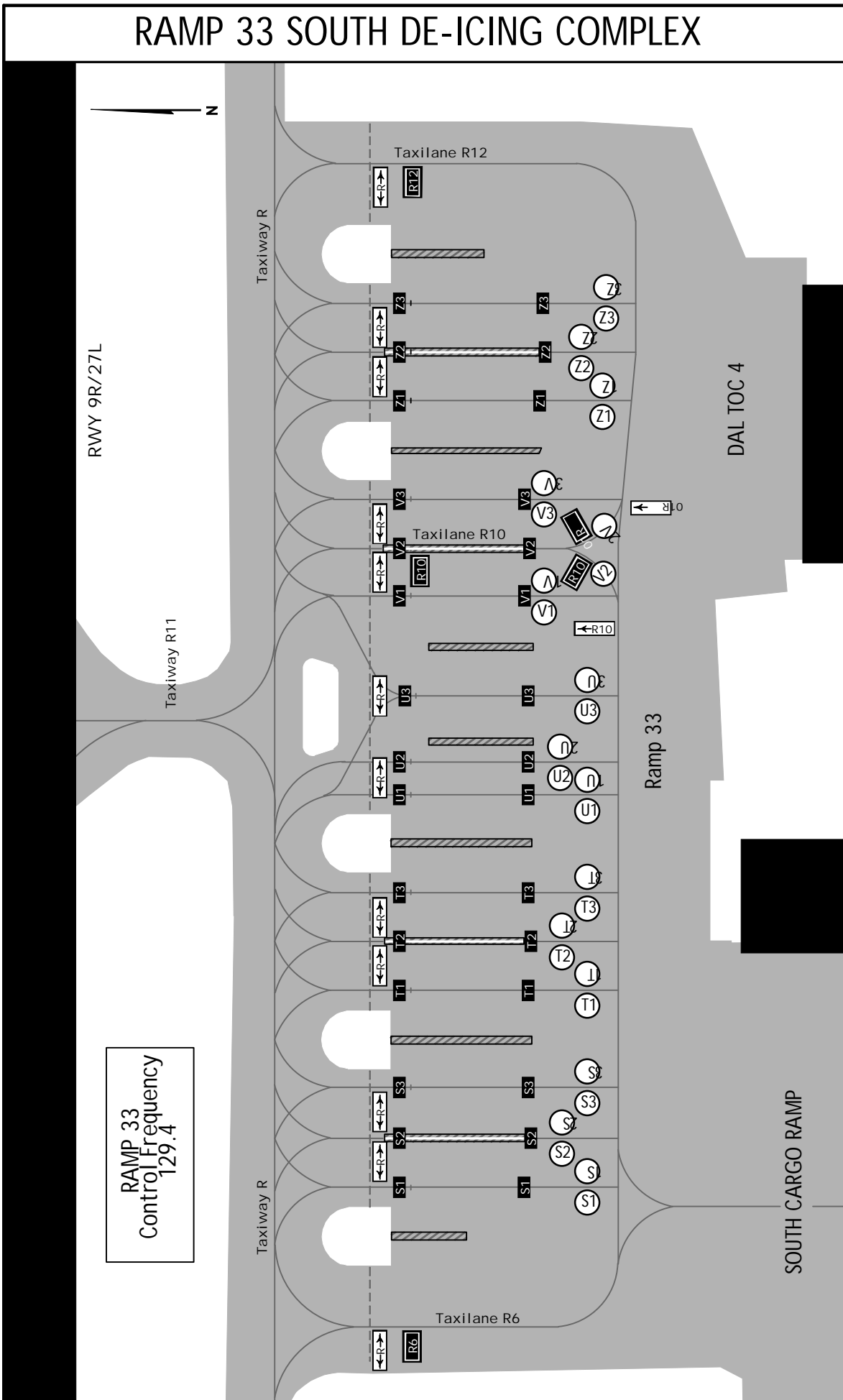
ATLANTA, GA

17 FEB 23

10-9J3

HARTSFIELD-JACKSON ATLANTA INTL

RAMP 33 SOUTH DE-ICING COMPLEX



KATL/ATL

 **JEPPESSEN**
1 DEC 17
.Eff.7.Dec. (11-0)

ATLANTA, GA

HARTSFIELD-JACKSON ATLANTA INTL

ATTENTION ALL USERS OF ILS PRECISION RUNWAY MONITOR (PRM)

ILS PRM Rwy's 8L, 8R, 9L, 9R, 10, 26L, 26R, 27L, 27R, 28

ILS PRM Rwy's 8L (SA CAT I, CAT II-III), 9R (SA CAT I, CAT II-III),
10 (SA CAT I, CAT II-III), 27L (SA CAT I, CAT II), 28 (SA CAT I, CAT II),
26R (SA CAT I-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.

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ATLANTA, GA

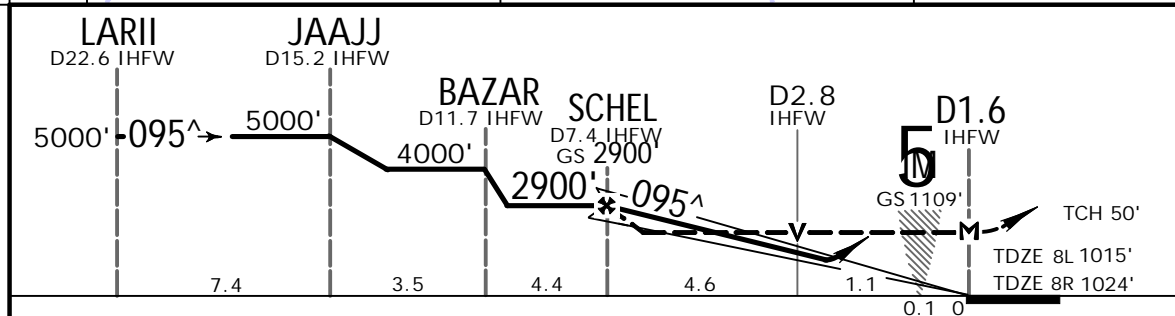
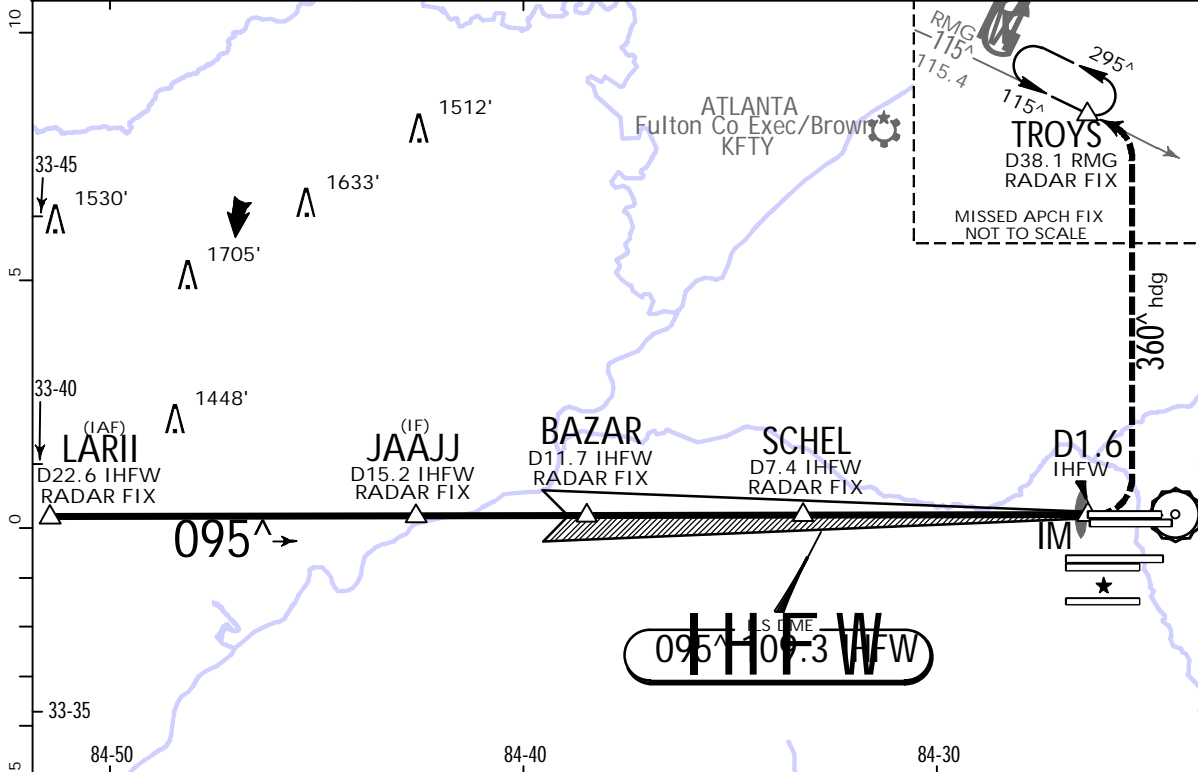
HARTSFIELD-
JACKSON ATLANTA INTL

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 119.1	Rwys 8R/26L 125.32	Rwys 9L/27R 123.85	Rwys 10/28 119.3
		Rwys 26L/R 121.9	Rwys 27L/R 121.75	Rwys 28 121.65	
LOC IHFW 109.3	Final Apch Crs 095[^]	SCHEL 2900' (1885')	ILS DA(H) 1215' (200')	Apt Elev 1026' TDZE 8L 1015'	<p>3100 MSA ARP</p>
<p>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.</p>					
<p>Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'</p> <p>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.</p>					



Gnd speed-Kts	70	90	100	120	140	160		1500'	3500'	360 [^] on	RMG
GS	3.00 [^]	372	478	531	637	849		↑	←	and	R-115
MAP at D1.6 IHFW or SCHEL to MAP	5.8	4:58	3:52	3:29	2:54	2:29					

TERPS AMEND 6 22 APR 2021	STRAIGHT-IN LANDING RWY 8L						SIDESTEP LANDING RWY 8R	
	ILS DA(H) 1215' (200')			LOC (GS out) MDA(H) 1460' (445')			MDA(H) 1460' (436')	
	FULL		TDZ/CL out	ALS 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		
<p>1 RVR 18 with Flight Director or Autopilot or HUD to DA.</p>								

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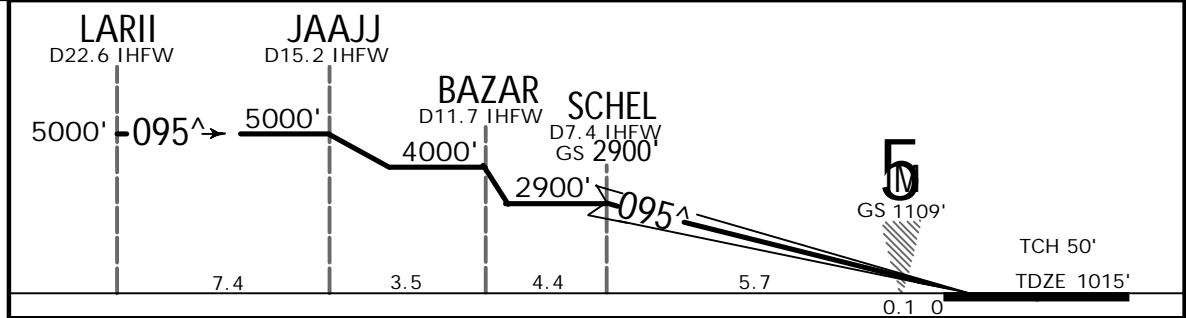
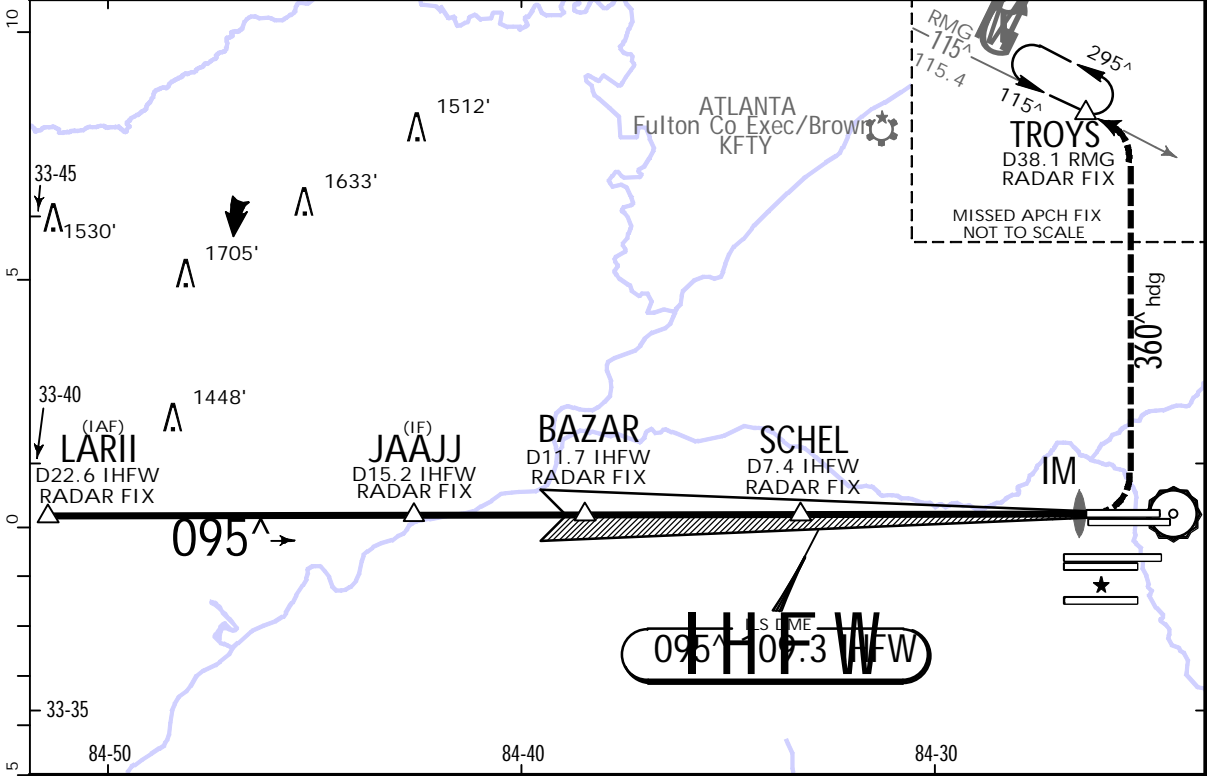
ATLANTA, GA

HARTSFIELD-
JACKSON ATLANTA INTL

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

ILS Rwy 8L CAT II & III

BRIEFING STRIP	D-ATIS Arrival	ATLANTA Approach (R)	Rwys 8L/26R	Rwys 8R/26L	ATLANTA Tower Rwys 9L/27R	Rwys 9R/27L	Rwys 10/28	Rwys 8L/R, 26L/R	Ground Rwys 9L/R, 27L/R	Rwys 10/28
	119.65	127.9	119.1	125.32	123.85	119.3	119.5	121.9	121.75	121.65
LOC IHFW	Final Apch Crs	SCHEL	CAT III Refer to Minimums	CAT II RA 105' DA(H) 1115' (100')	Apt Elev 1026'	MSA ARP				
109.3	095^	2900' (1885')			TDZE 1015'	3100				
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. 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

.TERPS.		STRAIGHT-IN LANDING RWY 8L	
CAT III ILS	CAT II ILS RA 105' DA(H) 1115' (100')		
RVR 6	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 Rwy		
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 IHFV 109.3	Final Apch Crs 095^	SCHEL 2900' (1885')	SA CAT I ILS RA 147' DA(H) 1165' (150')	Apt Elev 1026' TDZE 1015'
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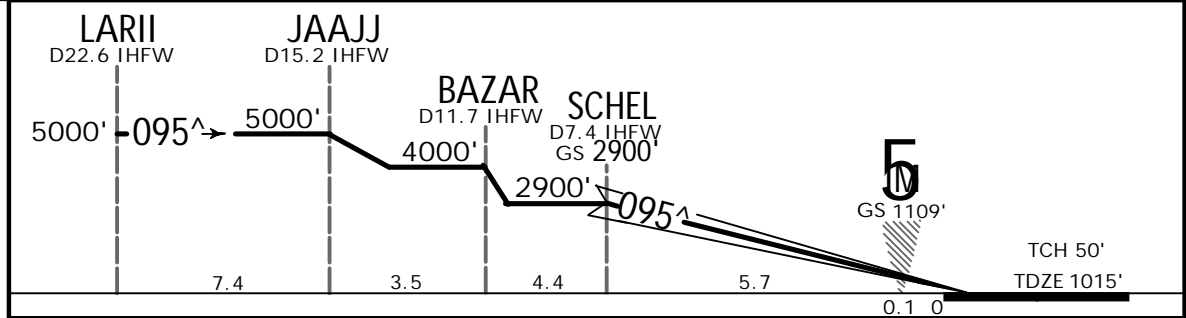
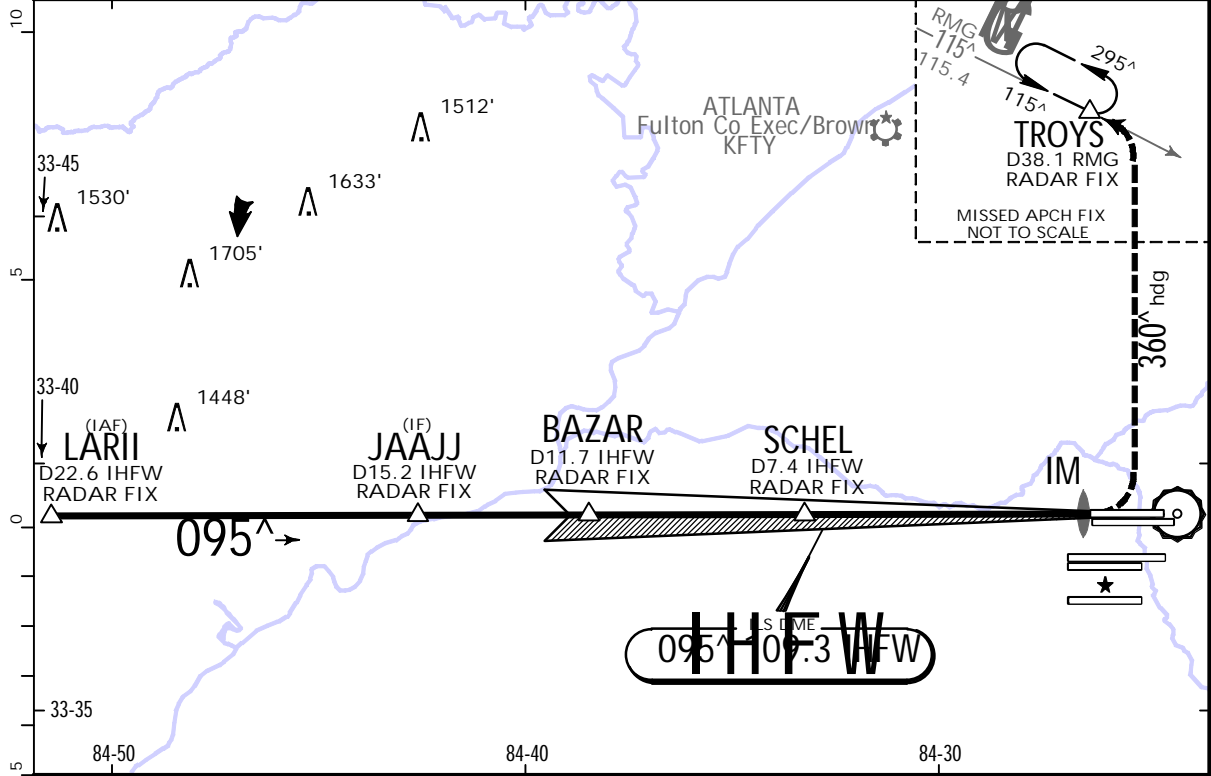
BRIEFING STRIP

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. 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').

3100
MSA ARP



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

.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.

KATL/ATL

HARTSFIELD-
JACKSON ATLANTA INTL



16 APR 21

11-2

Eff. 22 Apr.

ATLANTA, GA

ILS PRM Rwy 8L

(CLOSE PARALLEL)

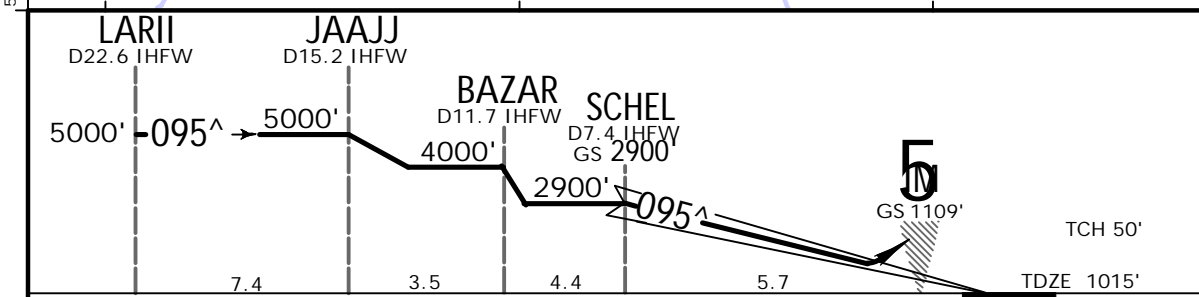
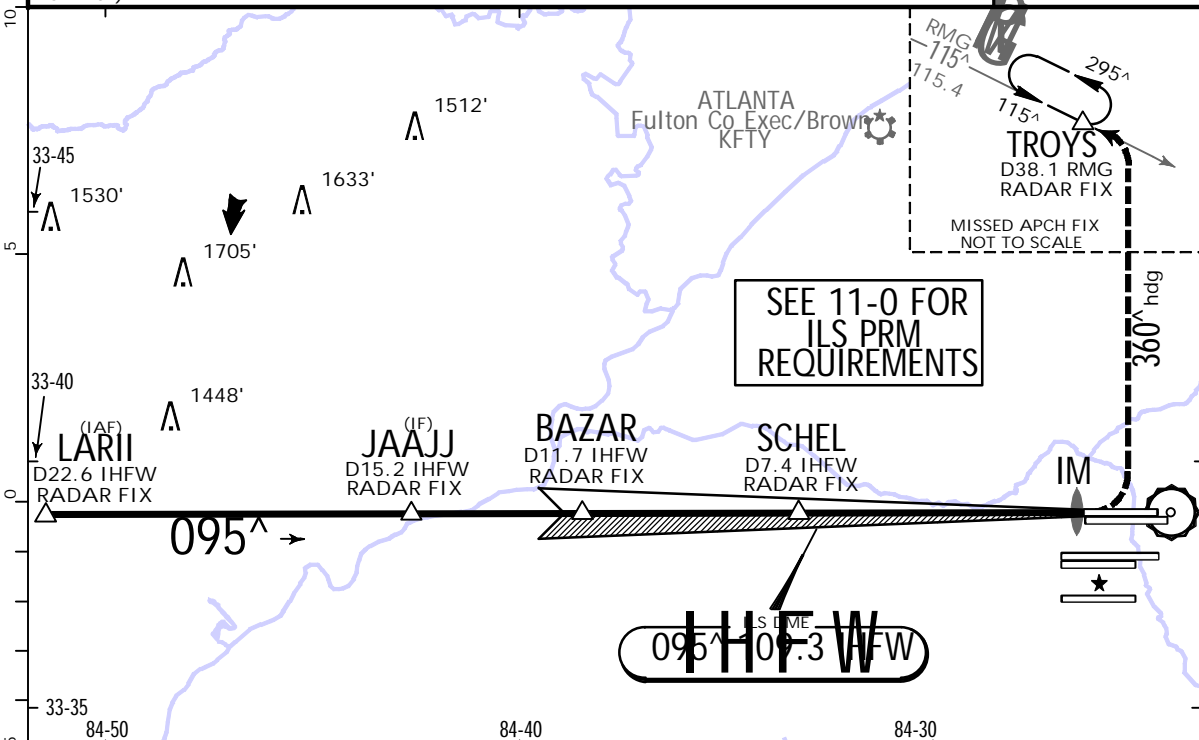
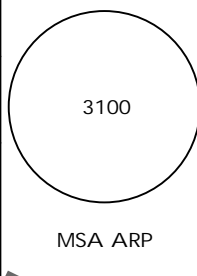
D-ATIS Arrival	ATLANTA Approach (R)	ATLANTA Tower					Ground		
		Rwys 8L/26R	Rwys 8R/26L	Rwys 9L/27R	Rwys 9R/27L	Rwys 10/28	Rwys 8L/R, 26L/R	Rwys 9L/R, 27L/R	Rwys 10/28
119.65	127.9	119.1	125.32	123.85	119.3	119.5	121.9	121.75	121.65
		Monitor Frequency			126.9				

LOC IHFW 109.3	Final Apch Crs 095[^]	SCHEL 2900' (1885')	ILS DA(H) 1215' (200')	Apt Elev 1026' TDZE 1015'
--------------------------	--	-------------------------------	----------------------------------	------------------------------

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. Use of FD or AP 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 70').



Gnd speed-Kts	70	90	100	120	140	160	ALSIF-II	1500'	3500'	360 [^] and 115.4	RMG R-115
GS 3.00 [^]	372	478	531	637	743	849					

.TERPS. STRAIGHT-IN LANDING RWY 8L

ILS DA(H) 1215' (200')		
FULL	TDZ/CL out	ALS out
A		
B		
C	RVR 18 or 1/2	1 RVR 24 or 1/2
D		RVR 40 or 3/4

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

TERPS AMEND 3 - 22 APR 2021

KATL/ATL

HARTSFIELD-
JACKSON ATLANTA INTL



16 APR 21
Eff. 22 Apr.

(11-2A)

ILS PRM Rwy 8L CAT II & III

(CLOSE PARALLEL)

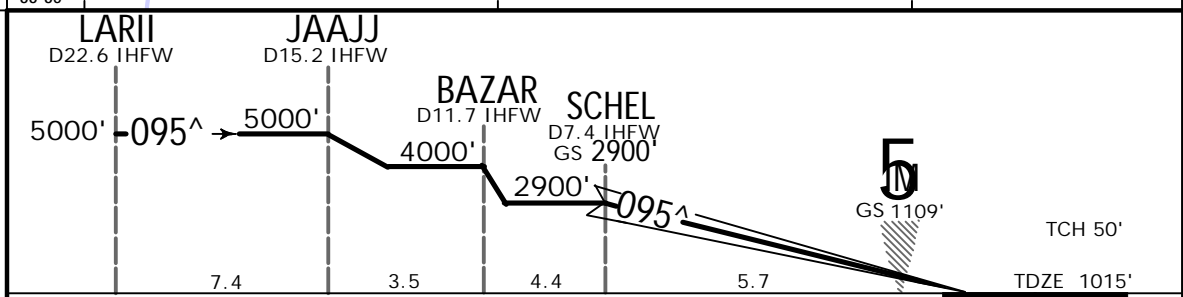
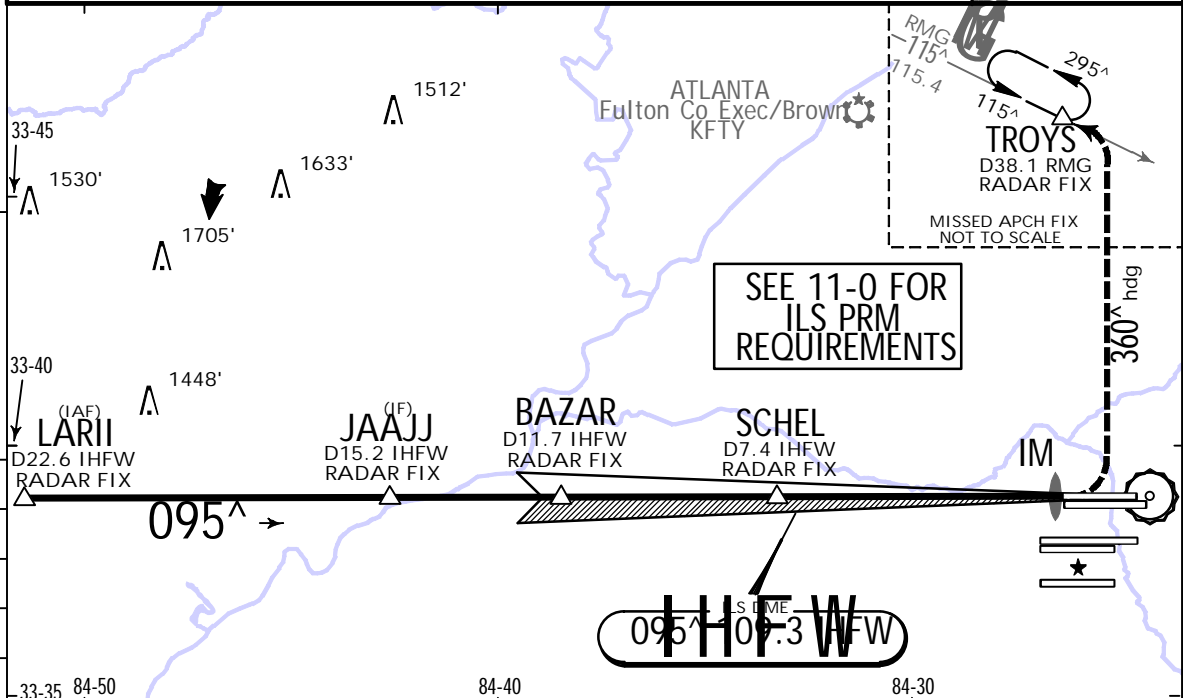
D-ATIS Arrival	ATLANTA Approach (R)	ATLANTA Tower					Ground		
		Rwys 8L/26R	Rwys 8R/26L	Rwys 9L/27R	Rwys 9R/27L	Rwys 10/28	Rwys 8L/R, 26L/R	Rwys 9L/R, 27L/R	Rwys 10/28
119.65	127.9	119.1	125.32	123.85	119.3	119.5	121.9	121.75	121.65
		Monitor Frequency			126.9				

LOC IHFV	Final Apch Crs	SCHEL	CAT III Refer to Minimums	CAT II ILS RA 105'	Apt Elev 1026'
109.3	095^	2900' (1885')		DA(H) 1115' (100')	TDZE 1015'

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. Special Aircrew and Aircraft Certification Required.
2. RADAR required for procedure entry.
3. DME or RADAR required.
4. Simultaneous approach authorized.
5. Use of FD or AP 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 70').



Gnd speed-Kts	70	90	100	120	140	160	ALSIF-II PAPI	1500'	3500'	360^ hdg and 115.4 R-115
GS	3.00^	372	478	531	637	743		849	↑	

.TERPS.	STRAIGHT-IN LANDING RWY 8L	
CAT III ILS	CAT II ILS RA 105'	
	DA(H) 1115' (100')	

RVR 6	RVR 12
-------	--------

BRIEFING STRIP

TERPS AMEND 3 22 APR 2021

KATL/ATL

HARTSFIELD-
JACKSON ATLANTA INTL

JEPPESSEN
16 APR 21
.Eff.22.Apr. (11-2B)

ATLANTA, GA

ILS PRM Rwy 8L SA CAT I

(CLOSE PARALLEL)

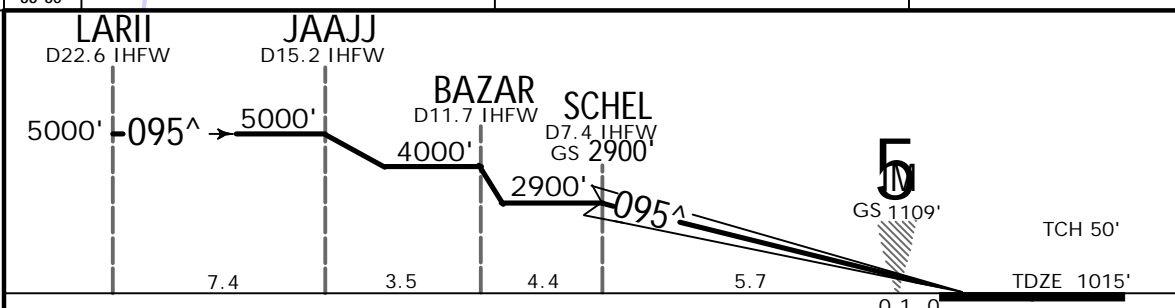
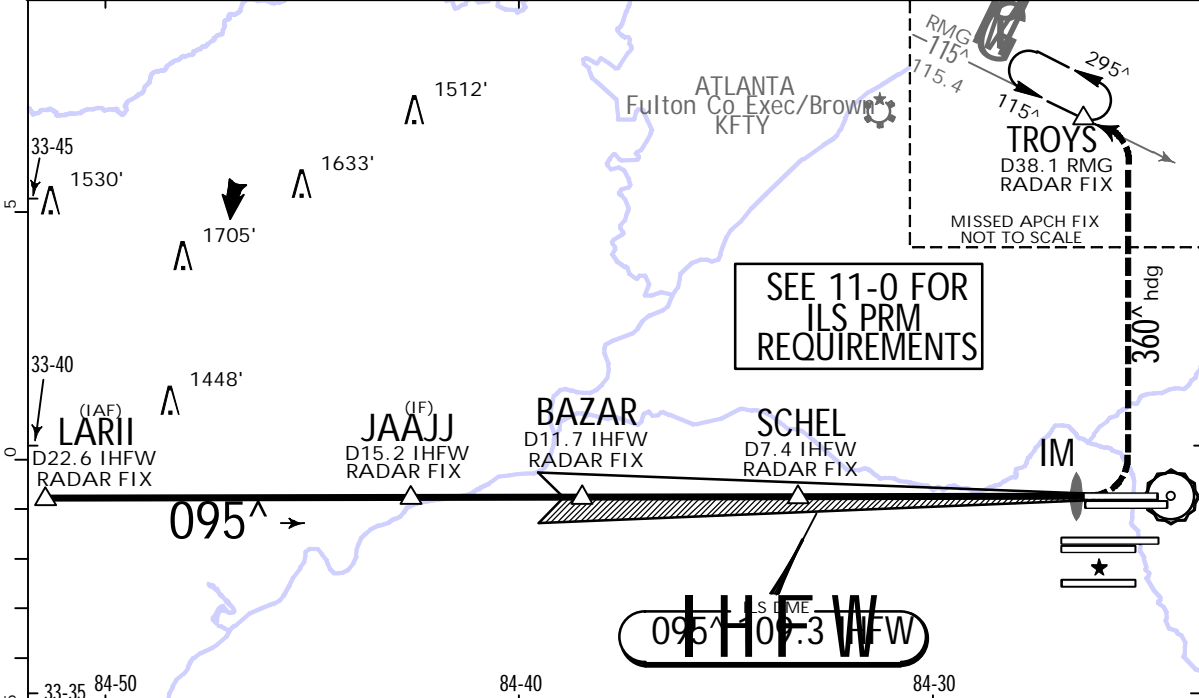
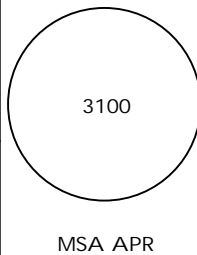
D-ATIS Arrival	ATLANTA Approach (R)	Rwys 8L/26R	Rwys 8R/26L	ATLANTA Tower	Rwys 9L/27R	Rwys 9R/27L	Rwys 10/28	Ground		
119.65	127.9	119.1	125.32	123.85	119.3	119.5	121.9	Rwys 8L/R, 26L/R	Rwys 9L/R, 27L/R	Rwys 10/28
Monitor Frequency							126.9	121.9	121.75	121.65

LOC IHFW	Final Apch Crs	SCHEL	SA CAT I ILS RA 147'	Apt Elev 1026'
109.3	095^	2900' (1885')	DA(H) 1165' (150')	TDZE 1015'

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. Special Aircrew and Aircraft Certification Required.
2. RADAR required for procedure entry.
3. DME or RADAR required.
4. Simultaneous approach authorized.
5. Use of FD or AP 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 70').



Gnd speed-Kts	70	90	100	120	140	160	ALSIF-II	1500'	3500'	360^ and 115.4 RMG
GS	3.00^	372	478	531	637	849		PAPI	↑	

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

RVR 14

1 Requires specific OPSPEC, MSPEC, or LOA approval.

TERPS AMEND 3 - 22 APR 2021

KATL/ATL

HARTSFIELD-
JACKSON ATLANTA INTL

16 APR 21
Eff. 22 Apr.

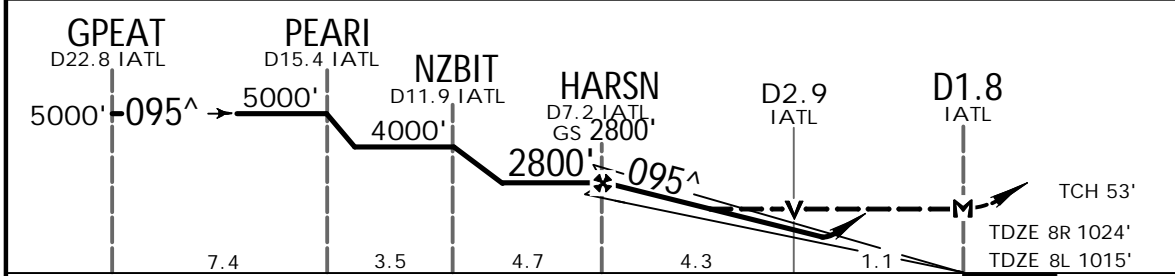
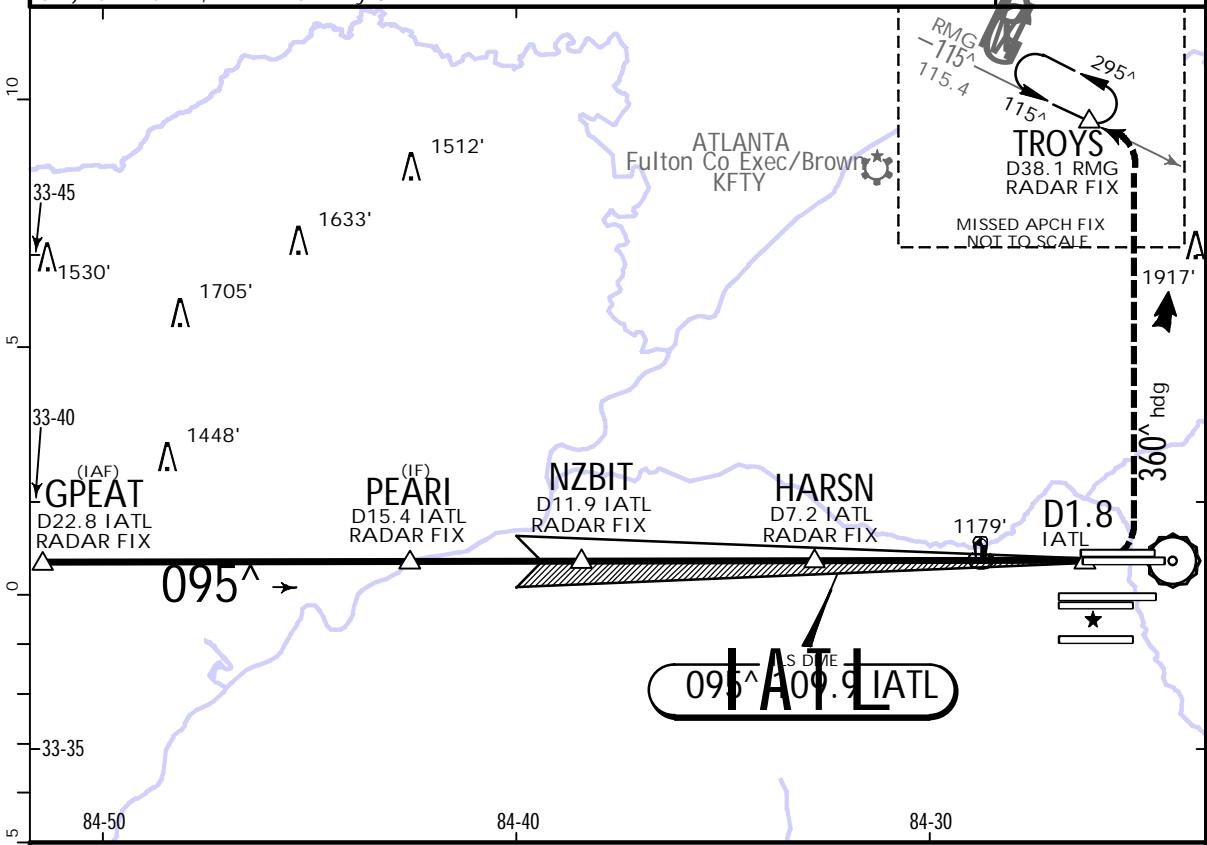
(11-3)



ATLANTA, GA

ILS or LOC Rwy 8R

BRIEFING STRIP	D-ATIS Arrival	ATLANTA Approach (R)	Rwys 8R/26L	Rwys 8L/26R	ATLANTA Tower Rwys 9L/27R	Rwys 9R/27L	Rwys 10/28	Rwys 8L/R, 26L/R	Ground Rwys 9L/R, 27L/R	Rwys 10/28
	119.65	127.9	125.32	119.1	123.85	119.3	119.5	121.9	121.75	121.65
	LOC IATL 109.9	Final Apch Crs 095 [^]	HARSN 2800' (1776')		ILS DA(H) 1282' (258')		Apt Elev 1026' TDZE 8R 1024'			
	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'	360 [^]	RMG
GS	3.00 [^]	372	478	531	637	849		↑	← LT	hdg	R-115
MAP at D1.8 IATL or HARSN to MAP	5.4	4:38	3:36	3:14	2:42	2:19	2:02				

TERPS AMEND 62 22 APR 2021	STRAIGHT-IN LANDING RWY 8R				SIDESTEP LANDING RWY 8L	
	ILS DA(H) 1282' (258')		LOC (GS out) MDA(H) 1440' (416')		MDA(H) 1440' (425')	
					ALS out	
	A			RVR 55 or 1		RVR 55 or 1
B					RVR 60 or 1/4	1 3/4
C	RVR 40 or 3/4		RVR 60 or 1/4			
D					1 1/2	2

CHANGES: Procedure.

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KATL/ATL

HARTSFIELD-
JACKSON ATLANTA INTL

16 APR 21
.Eff.22.Apr.

(11-4)



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

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

LOC IATL	Final Apch Crs	HARSN	ILS DA(H)	Apt Elev 1026'
109.9	095^	2800' (1776')	1282' (258')	TDZE 1024'

BRIEFING STRIP

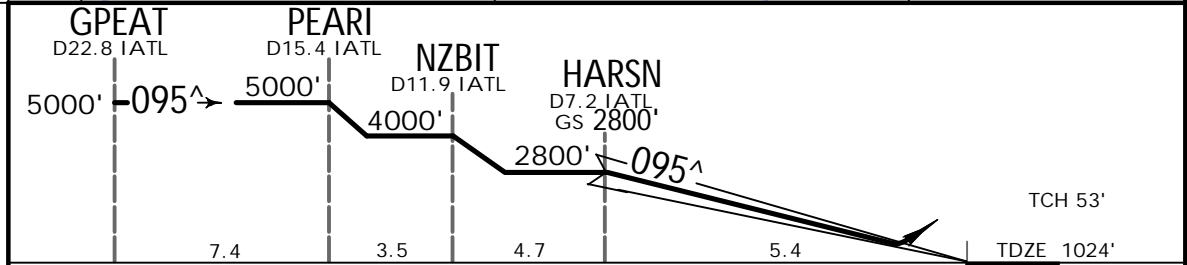
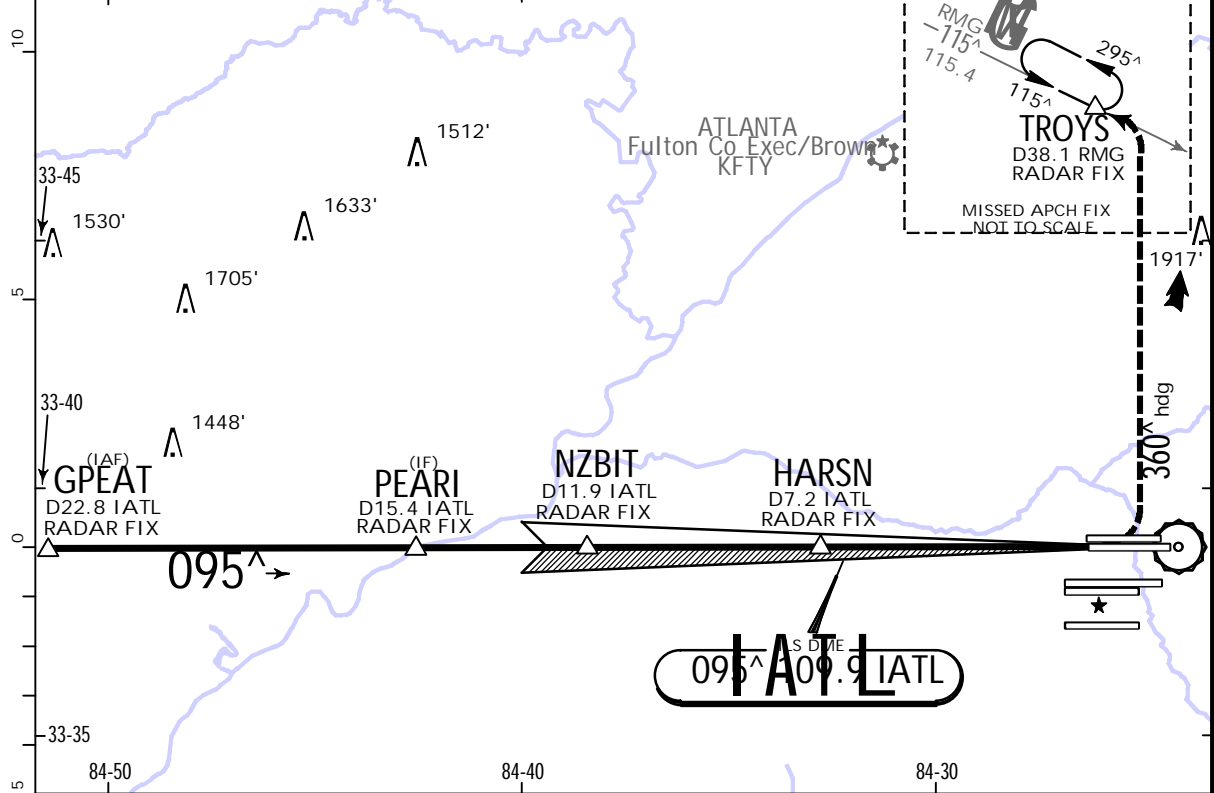
MISSED APCH: Climb to 1500' then climbing LEFT turn to 3500' on heading 360^ and inbound on RMG VOR R-115 to TROYS INT/D38.1 RMG/RADAR and hold.

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. Use of FD or AP 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 67').

3100

MSA ARP



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

.TERPS. STRAIGHT-IN LANDING RWY 8R
ILS DA(H) 1282' (258')

A	RVR 40 or 3/4
B	
C	
D	

TERPS AMEND 3 21 APR 2021

KATL/ATL

HARTSFIELD-JACKSON ATLANTA INTL



17 FEB 23

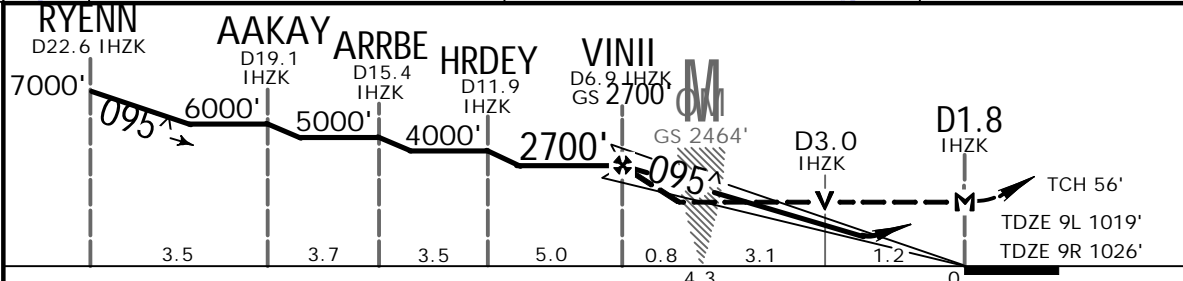
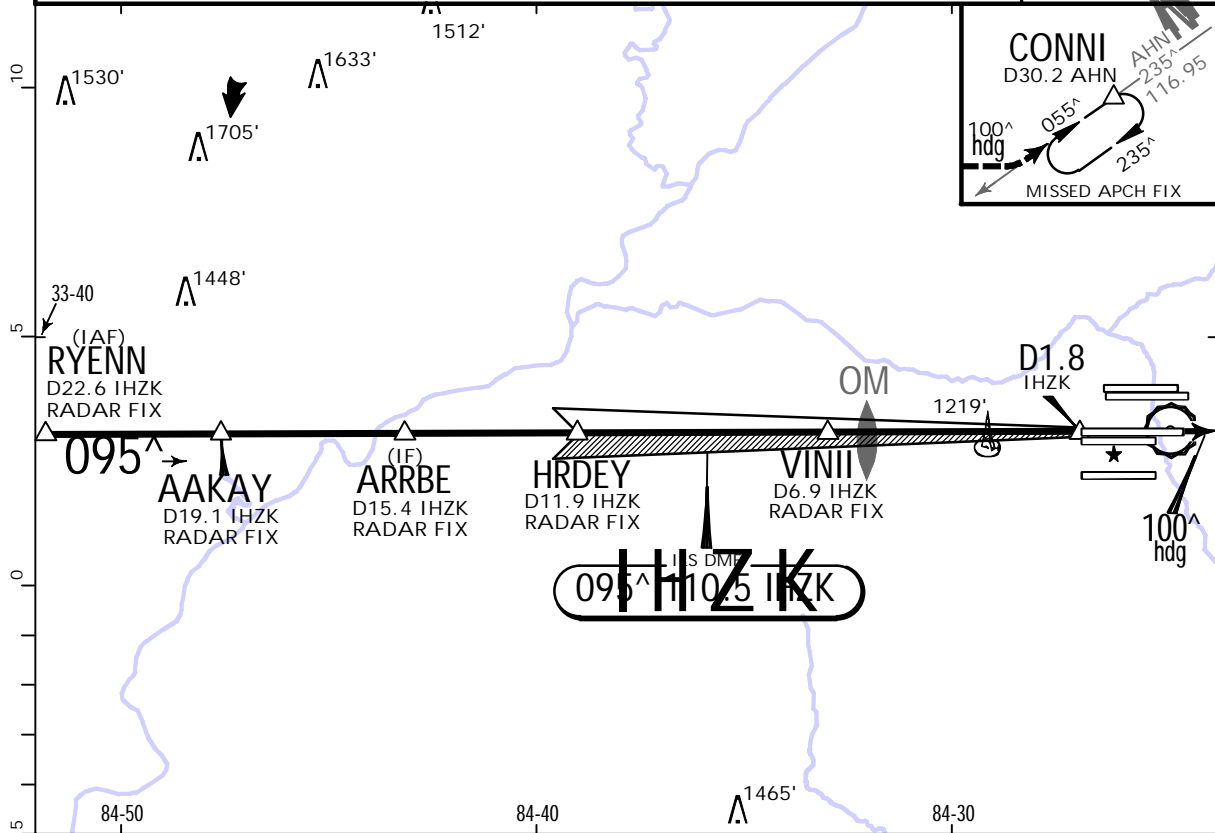
(11-5) .Eff.23.Feb.

ATLANTA, GA

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 110.5	Final Apch Crs 095[^]	VINII 2700' (1681')		ILS DA(H) 1359' (340')		Apt Elev 1026' TDZE 9L 1019'				
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. 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.										



Gnd speed-Kts	70	90	100	120	140	160	PAPI-R	4000'	on 100 [^] hdg	AHN 116.95	CONNI
GS	3.00 [^]	372	478	531	637	849					
MAP at D1.8 IHZK or VINII to MAP	5.1	4:22	3:24	3:04	2:33	2:11	1:55				

.TERPS.		STRAIGHT-IN LANDING RWY 9L		SIDESTEP LANDING RWY 9R	
ILS DA(H) 1359' (340')		LOC (GS out) MDA(H) 1480' (461')		MDA(H) 1480' (454')	
RVR 50 or 1		RVR 55 or 1		ALS out	
A		RVR 55 or 1		RVR 55 or 1	
B		RVR 50 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



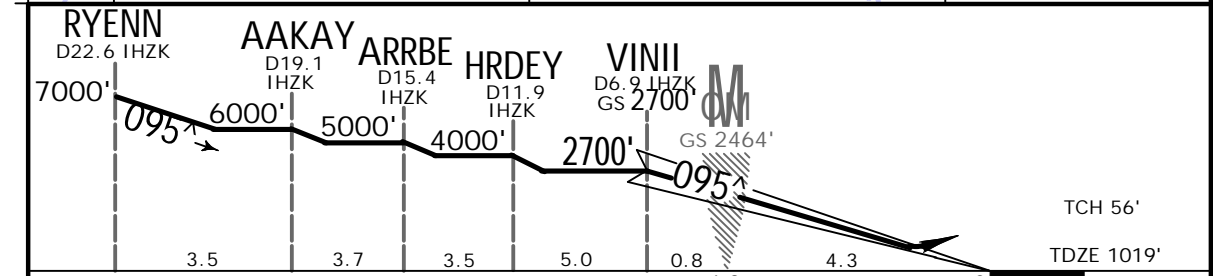
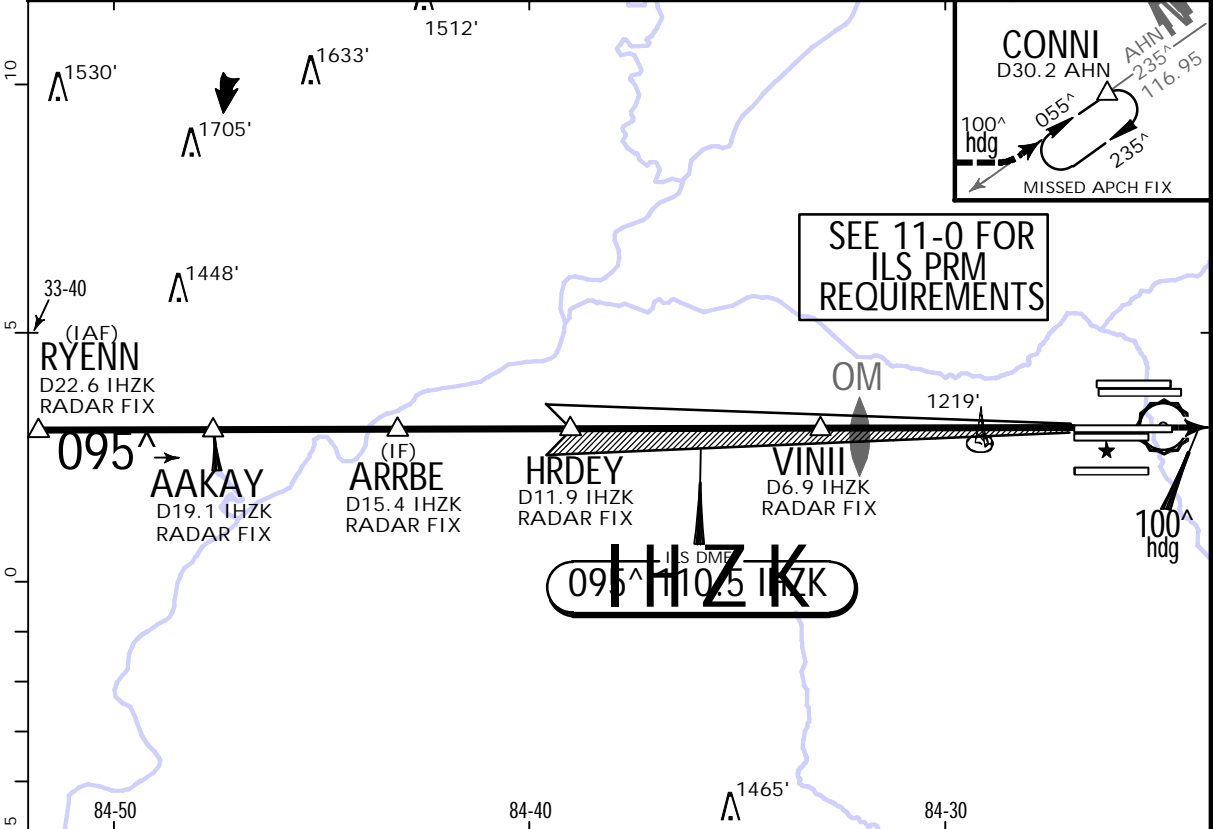
17 FEB 23 (11-6) .Eff.23.Feb.

ATLANTA, GA

ILS PRM Rwy 9L

(CLOSE PARALLEL)

BRIEFING STRIP™	D-ATIS Arrival	ATLANTA Approach (R)	ATLANTA Tower				Ground				
	119.65	127.9	Rwys 9L/27R 123.85	Rwys 8L/26R 119.1	Rwys 8R/26L 125.325	Rwys 9R/27L 119.3	Rwys 10/28 119.5	Rwys 9L/R, 27L/R 121.75	Rwys 8L/R, 26L/R 121.9	Rwys 10/28 121.65	
	LOC IHZK 110.5	Final Apch Crs 095[^]	VINII 2700' (1681')		ILS DA(H) 1359' (340')		Apt Elev 1026' TDZE 1019'		<p>3100</p> <p>MSA ARP</p>		
	<p>MISSED APCH: Climb to 4000' on heading 100[^] and inbound on AHN VOR R-235 to CONNI/D30.2 AHN and hold.</p>										
<p>Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'</p> <p>1. RADAR required for procedure entry, DME. 2. Simultaneous approach authorized. 3. Use of FD or AP 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 71').</p>											



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							

.TERPS. STRAIGHT-IN LANDING RWY 9L
ILS
DA(H) **1359'** (340')

A	RVR 50 or 1
B	
C	
D	

TERPS AMEND 3 22 APR 2021

KATL/ATL
HARTSFIELD-
JACKSON ATLANTA INTL

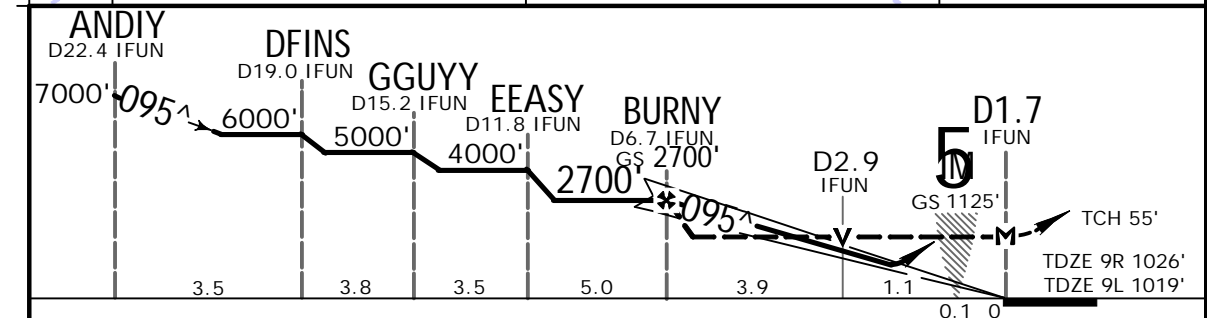
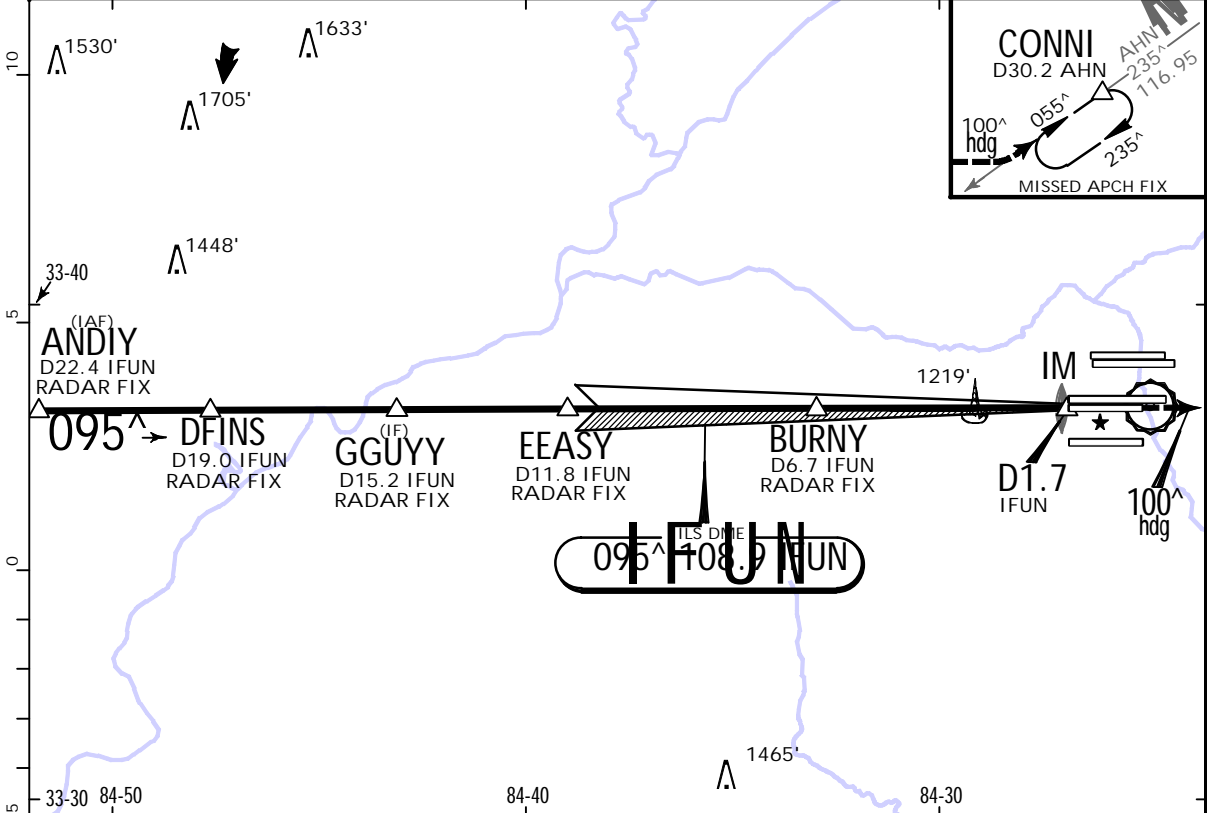


ATLANTA, GA

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 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. 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 [^] hdg	AHN R-235	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		

TERPS AMEND 20 22 APR 2021	.TERPS.			STRAIGHT-IN LANDING RWY 9R		SIDESTEP LANDING RWY 9L	
	ILS			LOC (GS out)		SIDESTEP LANDING RWY 9L	
	DA(H) 1226' (200')			MDA(H) 1480' (454')		MDA(H) 1480' (461')	
	FULL		IDZ/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	1 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.

KATL/ATL

HARTSFIELD-
JACKSON ATLANTA INTL

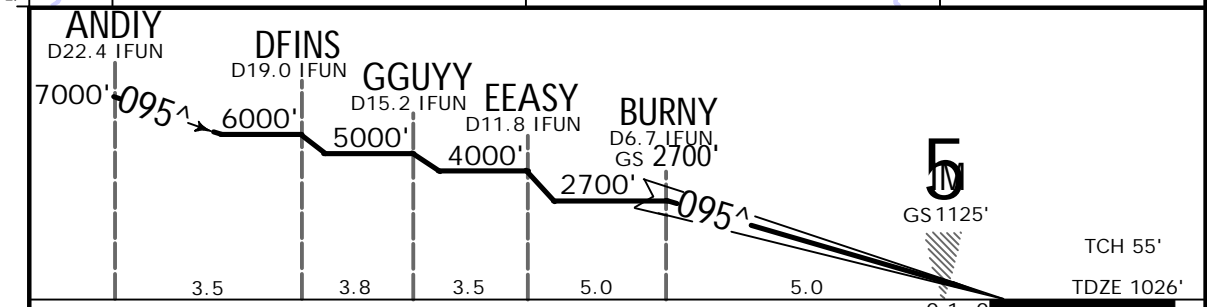
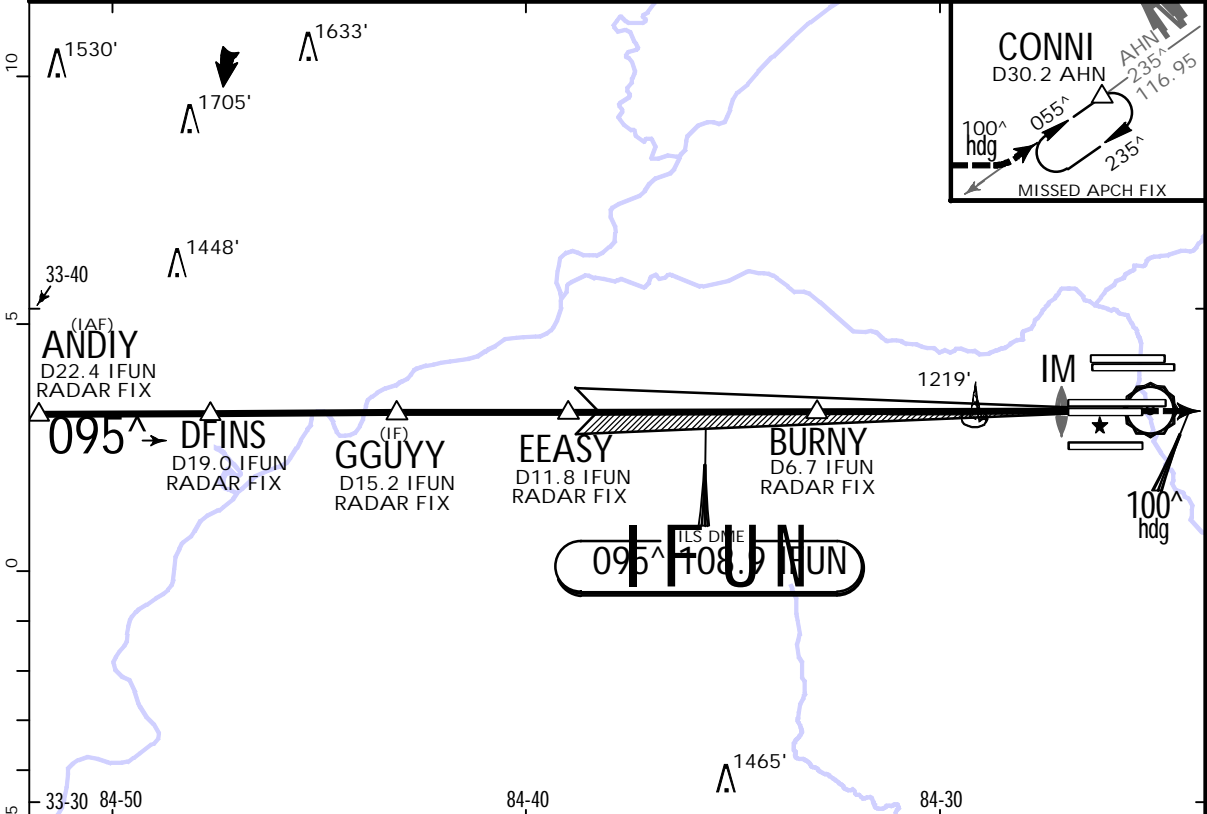


17 FEB 23
.Eff.23.Feb. (11-7A)

ATLANTA, GA

ILS Rwy 9R CAT II & III

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
LOC IFUN	Final Apch Crs	BURNY	CAT III	CAT II	Apt Elev 1026'					
108.9	095^	2700' (1674')	Refer to Minimums	RA 118' DA(H) 1126' (100')	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. 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 R-235	CONNI
GS	372	478	531	637	743	849						

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

KATL/ATL

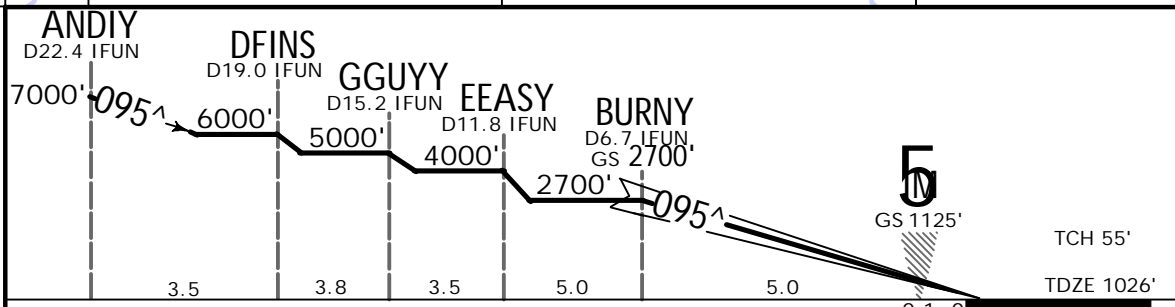
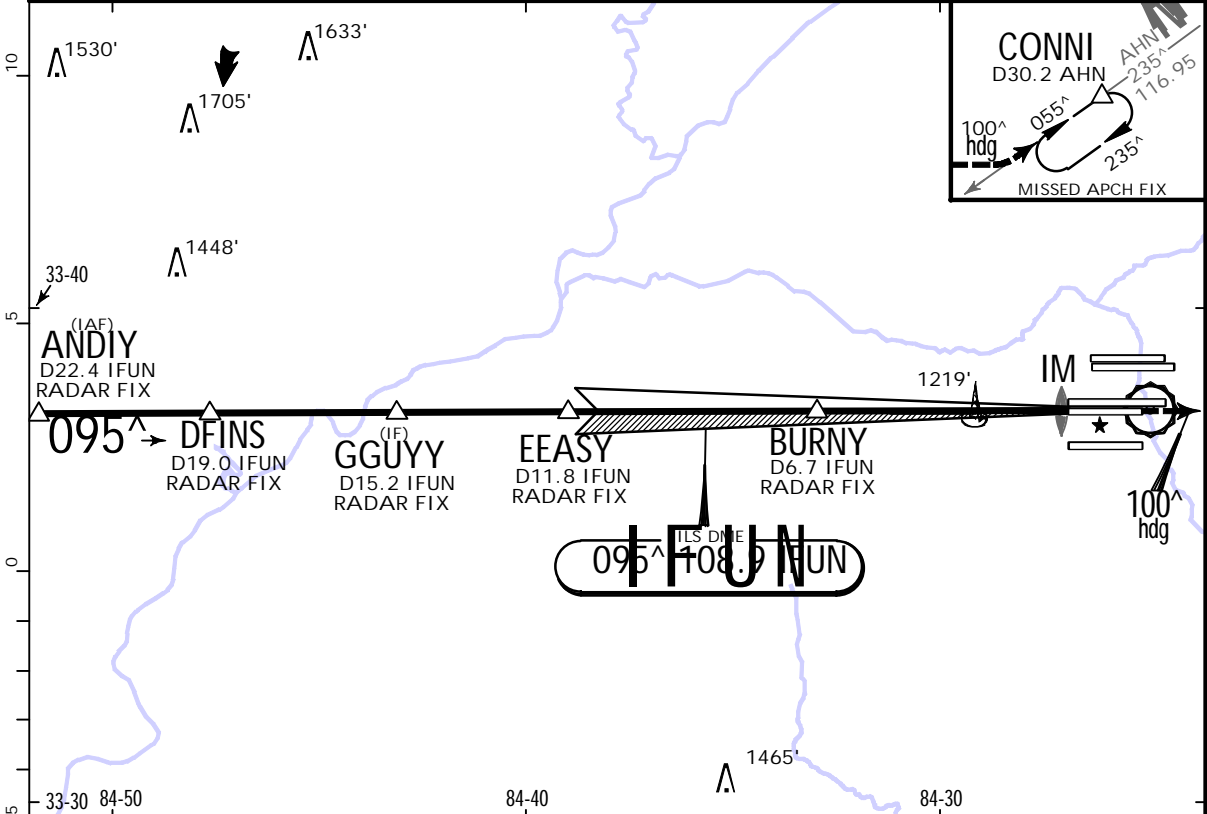
HARTSFIELD-
JACKSON ATLANTA INTL



17 FEB 23
.Eff.23.Feb. (11-7B)

ATLANTA, GA
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 108.9	Final Apch Crs 095^	BURNY 2700' (1674')		SA CAT I ILS RA 196' DA(H) 1176' (150')		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. 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	372	478	531	637	743	849					

TERPS. STRAIGHT-IN LANDING RWY 9R
1 SA CAT I ILS
RA 196'
DA(H) 1176' (150')

A	
B	
C	RVR 14
D	

1 Requires specific OPSPEC, MSPEC, or LOA approval.
CHANGES: AHN VOR frequency, comms. | JEPPesen, 2013, 2023. ALL RIGHTS RESERVED.

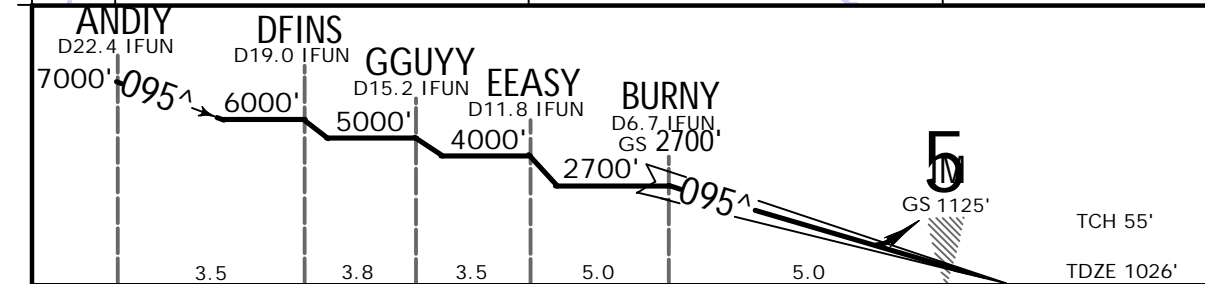
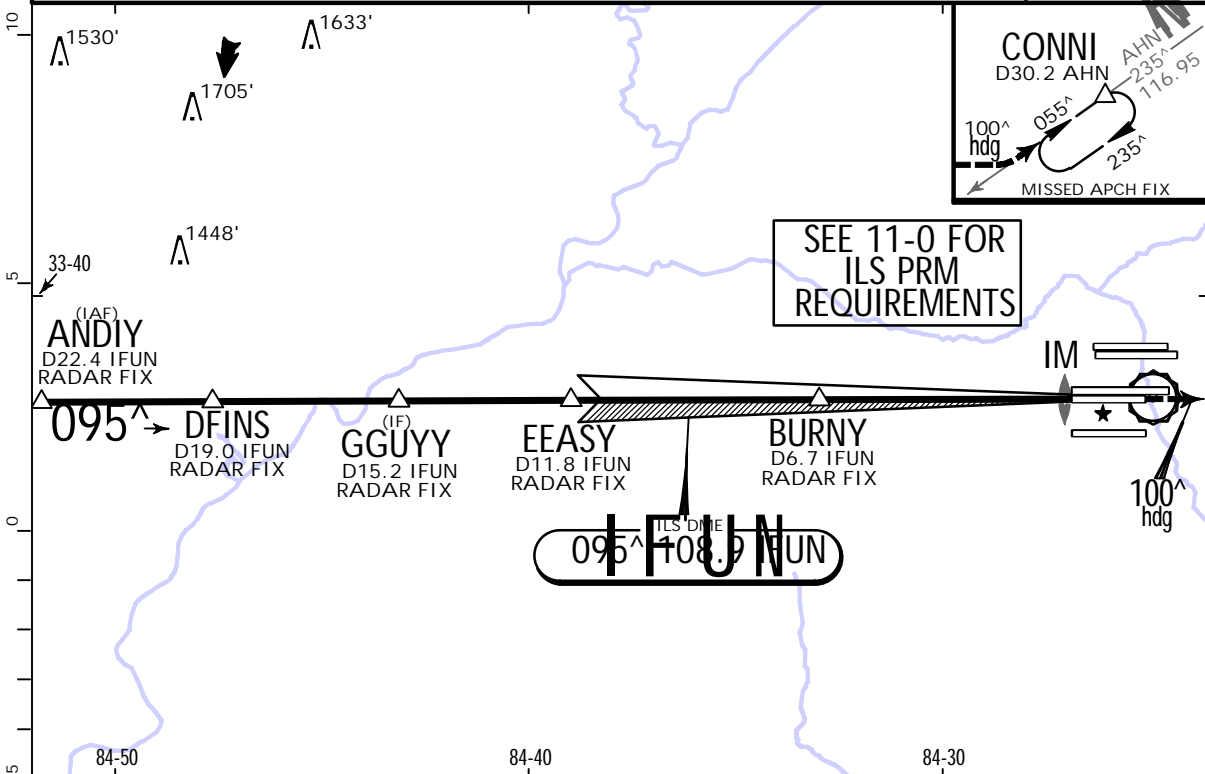
TERPS AMEND 20 22 APR 2021

KATL/ATL
HARTSFIELD-
JACKSON ATLANTA INTL

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

ATLANTA, GA
ILS PRM Rwy 9R
 (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		
	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
	LOC IFUN	Final Apch Crs	BURNY		ILS DA(H)		Apt Elev 1026'		Ground		
	108.9	095^	2700' (1674')		1226' (200')		TDZE 1026'		3100		
MISSED APCH: Climb to 4000' on heading 100^ and inbound on AHN VOR R-235 to CONNI/D30.2 AHN and hold.										MSA ARP	
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').											



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

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

TERPS AMEND 3 - 22 APR 2021

KATL/ATL

HARTSFIELD-

JACKSON ATLANTA INTL

JEPPESSEN
17 FEB 23
Eff. 23 Feb. **(11-8A)**

ATLANTA, GA
ILS PRM Rwy 9R CAT II & III

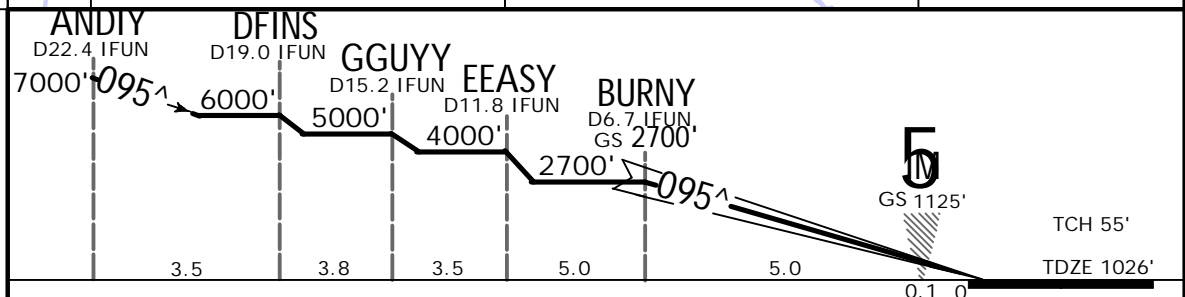
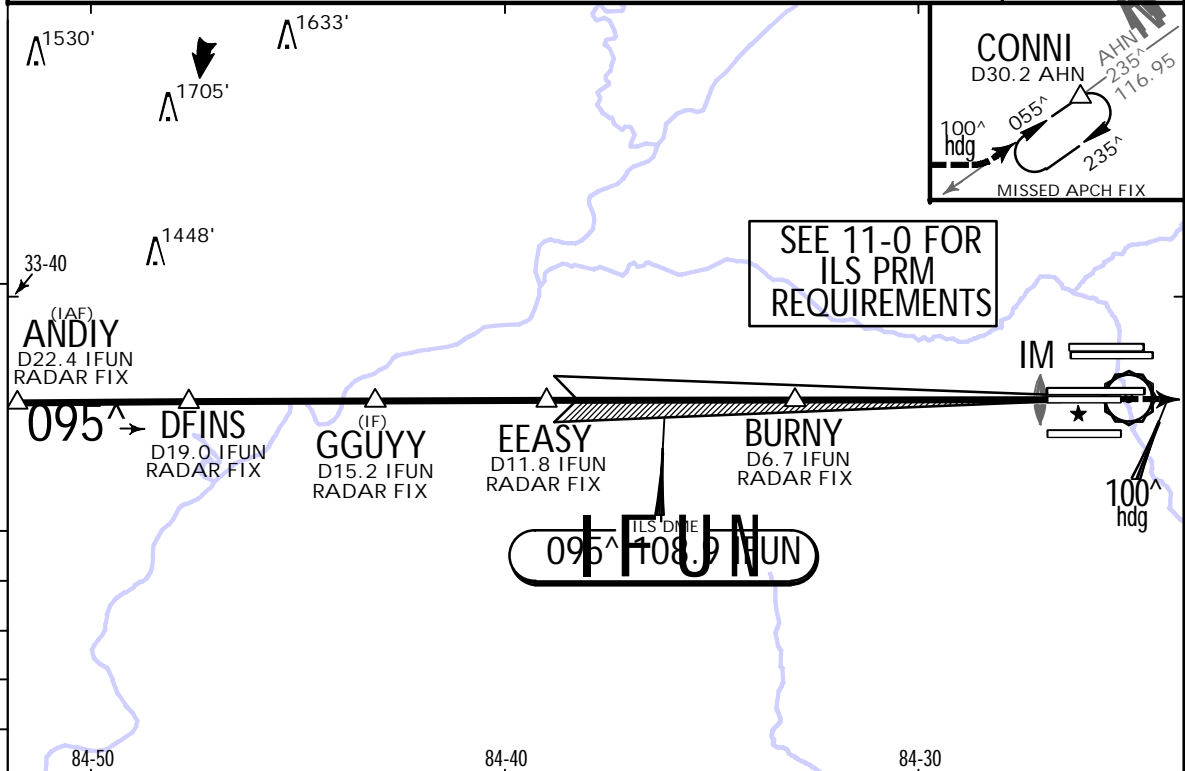
(CLOSE PARALLEL)

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

LOC IFUN	Final Apch Crs	BURNY	CAT III	CAT II	Apt Elev	TDZE	3100 MSA ARP
108.9	095^	2700' (1674')	Refer to Minimums	RA 118' DA(H) 1126' (100')	1026'	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 PAPI	4000'	100^	and	116.95	CONNI R-235
GS	3.00^	372	478	531	637	849		↑	hdg			

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

BRIEFING STRIP

5

5

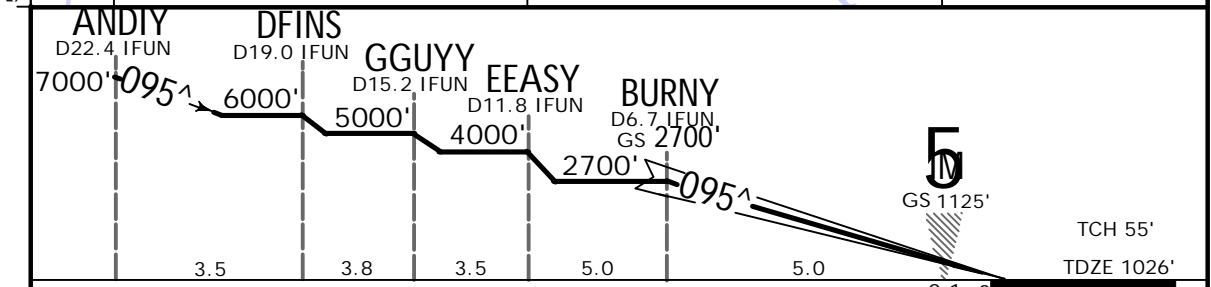
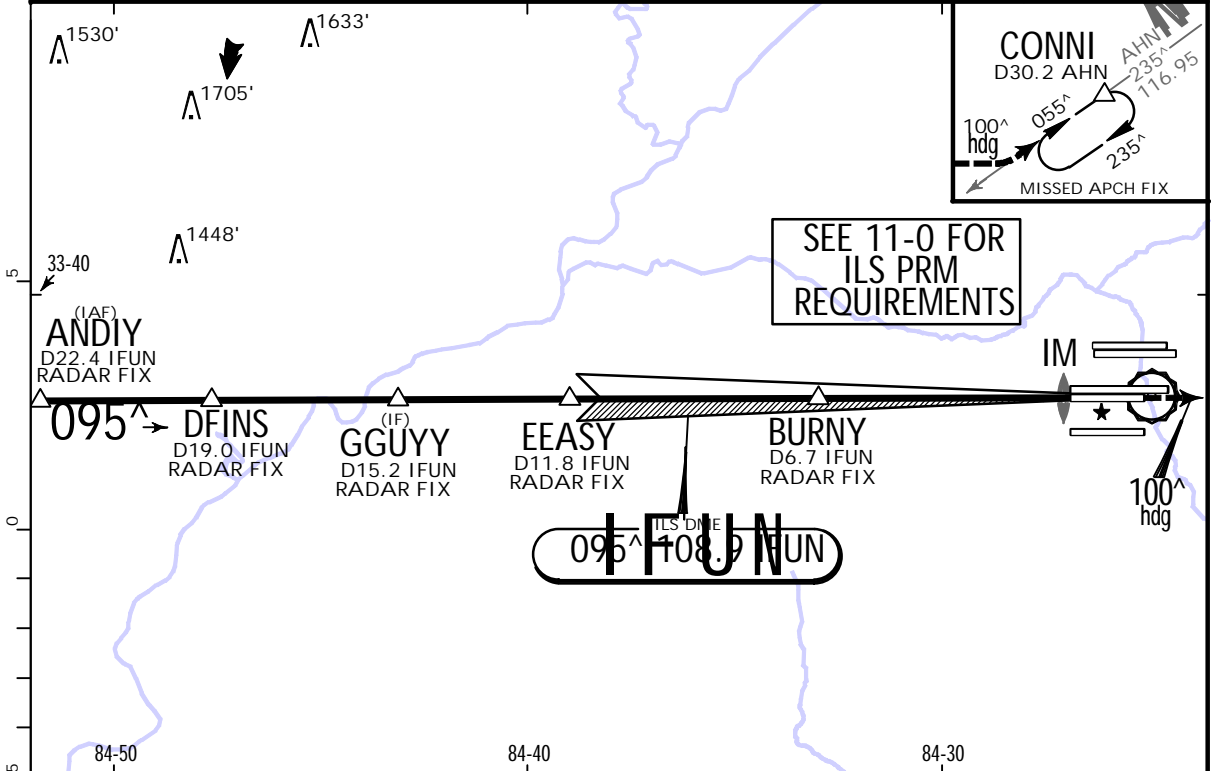
TERPS AMEND 3 22 APR 2021

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)	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				
LOC IFUN	Final Apch Crs	BURNY	SA CAT I ILS	Apt Elev 1026'					
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-11	4000'	100^ on hdg	AHN 116.95 R-235	CONNI
GS	3.00^	372	478	531	637	849					

TERPS. STRAIGHT-IN LANDING RWY 9R
 1 SA CAT I ILS
RA 196'
 DA(H) 1176' (150')
 RVR 14

1 Requires specific OPSPEC, MSPEC, or LOA approval.
 CHANGES: AHN VOR frequency, comms. | JEPPESSEN, 2013, 2023. ALL RIGHTS RESERVED.

TERPS AMEND 3 22 APR 2021

KATL/ATL
HARTSFIELD-
JACKSON ATLANTA INTL

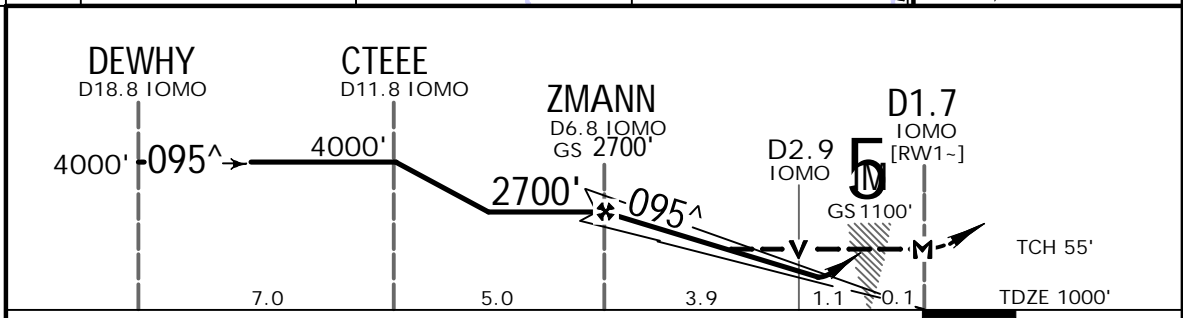
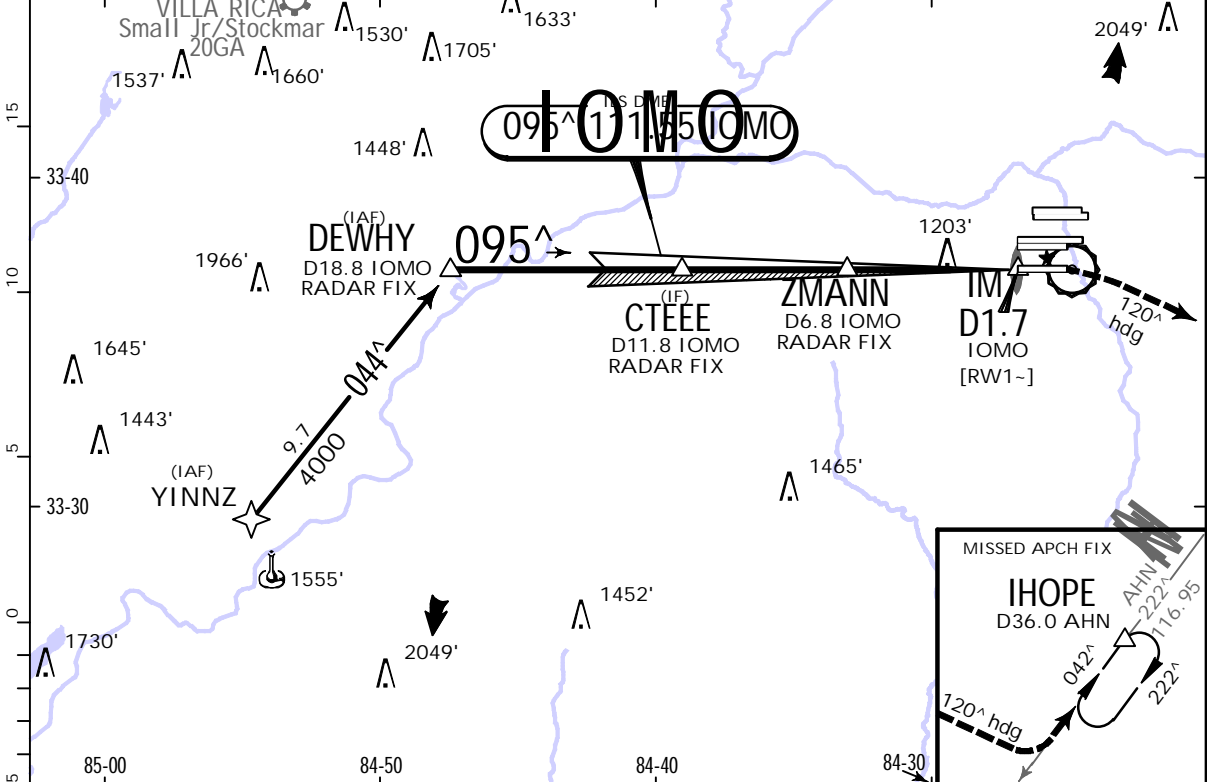


ATLANTA, GA

17 FEB 23 (11-9) .Eff.23.Feb.

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	Rwys 121.75
	119.65	127.9	119.5	119.1	125.325	123.85	119.3	121.65	121.9	121.75	
	LOC IOMO 111.55	Final Apch Crs 095^	ZMANN 2700' (1700')	ILS DA(H) 1200' (200')	Apt Elev 1026' 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. 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. Procedure not authorized when glide slope not available (ILS procedures only). 5. Localizer not suitable for electronic rollout guidance.											



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

TERPS AMEND 5B 30 DEC 2021	STRAIGHT-IN LANDING RWY 10			
	ILS DA(H) 1200' (200')		LOC (GS out) MDA(H) 1460' (460')	
	FULL	TDZ/CL out	ALS out	ALS out
	A			RVR 24 or 1/2
	B	RVR 18 or 1/2	1 RVR 24 or 1/2	RVR 40 or 3/4
C			RVR 50 or 1	
D			RVR 45 or 7/8	
			1 3/8	
1 RVR 18 with Flight Director or Autopilot or HUD to DA.				

CHANGES: AHN VOR frequency.

KATL/ATL

HARTSFIELD-
JACKSON ATLANTA INTL



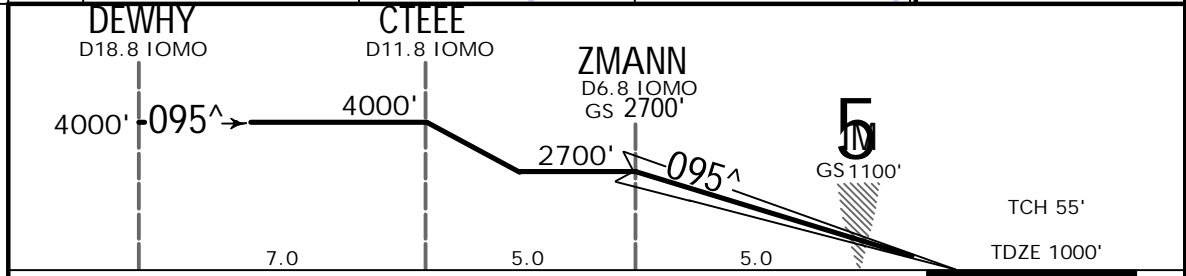
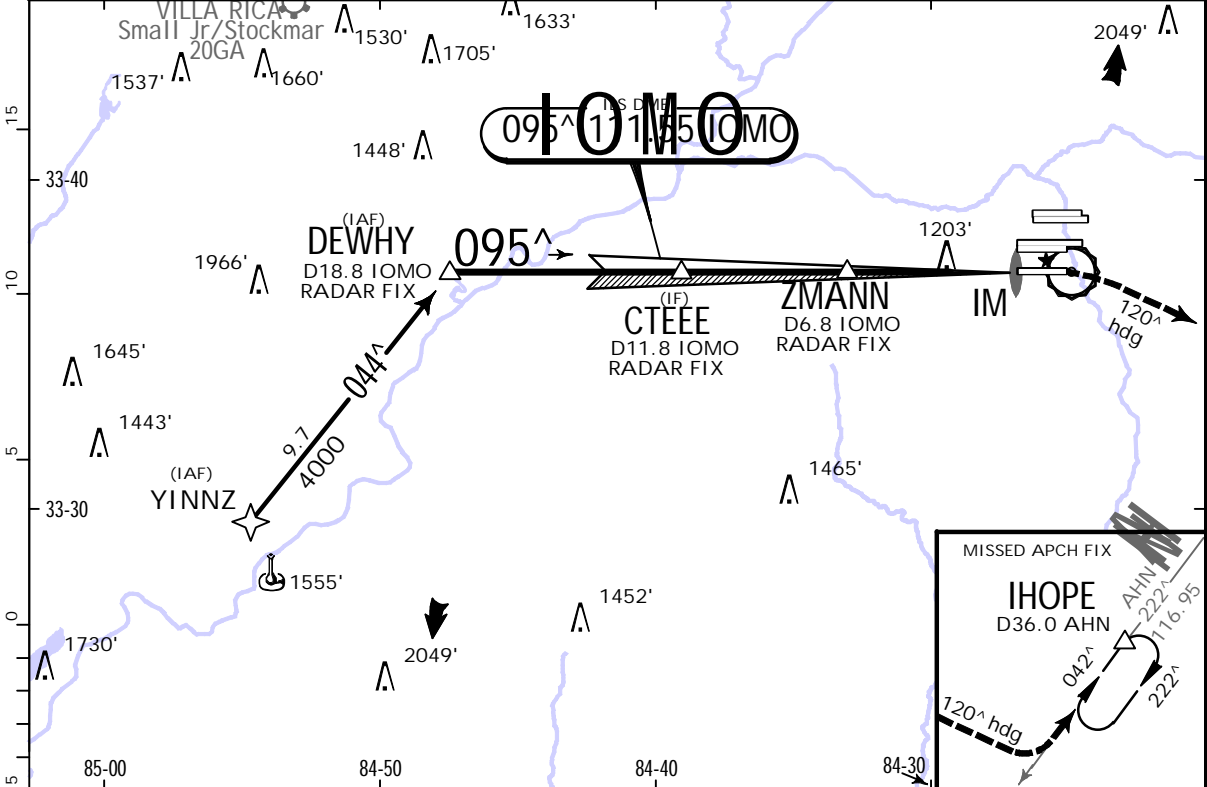
ATLANTA, GA

17 FEB 23
Eff. 23.Feb.

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 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 111.55	Final Apch Crs 095 [^]	ZMANN 2700' (1700')	CAT III Refer to Minimums	CAT II ILS RA 110' DA(H) 1100' (100')	Apt Elev 1026'	TDZE 1000'	3100 MSA ARP			
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. Procedure not authorized when glide slope not available (ILS procedures only). 6. 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	743	PAPI	↑	RT	on hdg and	116.95 R-222

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

TERPS AMEND 5B 30 DEC 2021

CHANGES: AHN VOR frequency.

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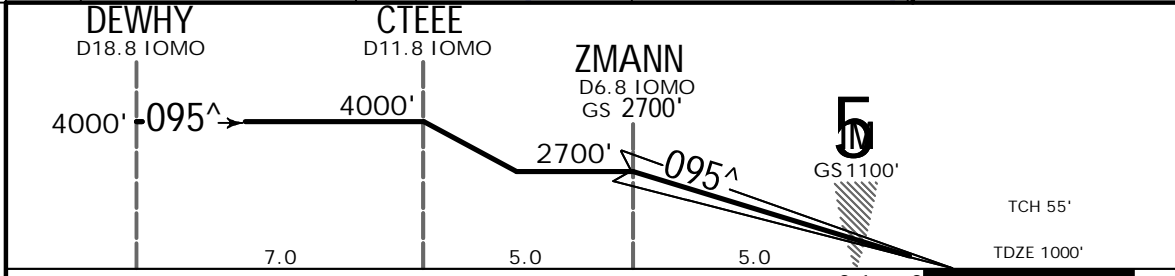
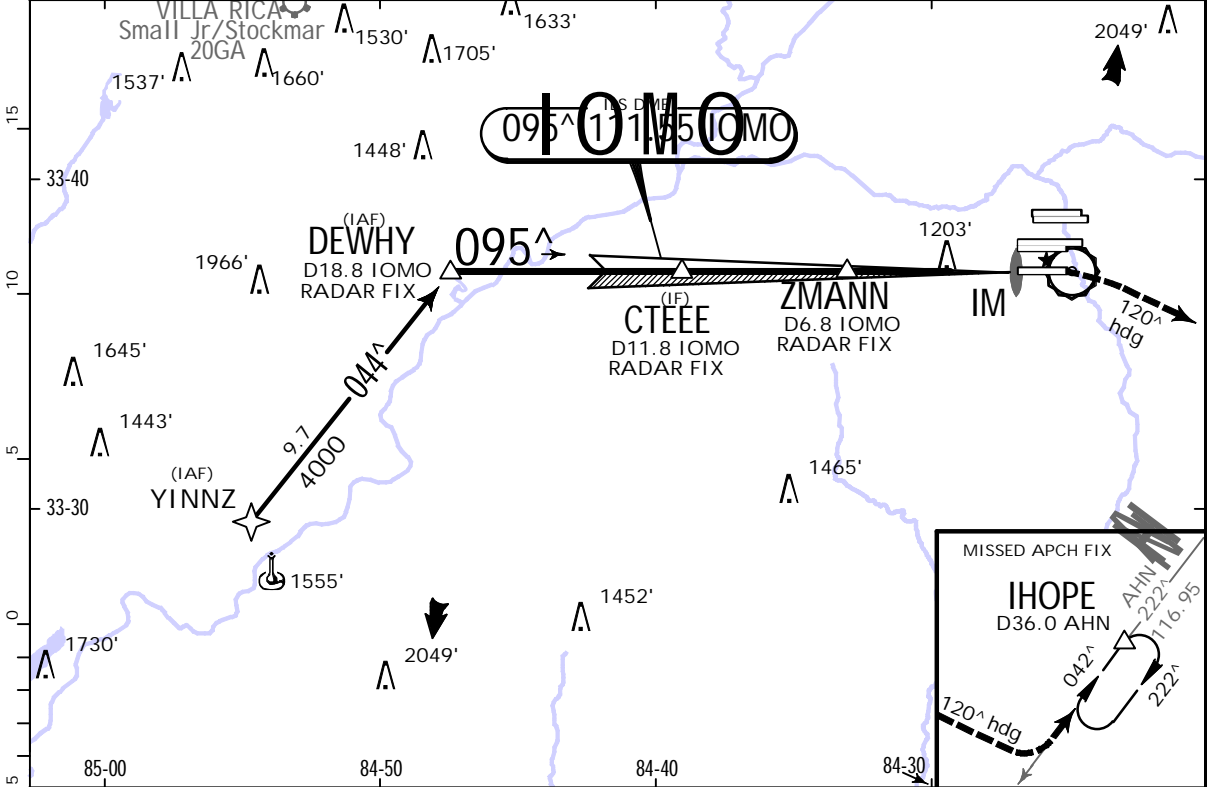
KATL/ATL
HARTSFIELD-
JACKSON ATLANTA INTL



ATLANTA, GA
ILS Rwy 10 SA CAT I

17 FEB 23
 .Eff.23.Feb. (11-9B)

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 111.55	Final Apch Crs 095^	ZMANN 2700' (1700')	SA CAT I ILS RA 180' DA(H) 1150'(150')	Apt Elev 1026'	TDZE 1000'	<p>3100</p> <p>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.												
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. Procedure not authorized when glide slope not available (ILS procedures only). 6. Localizer not suitable for electronic rollout guidance.												



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II PAPI	1400'	3000'	120^ on hdg and	AHN 116.95 R-222
GS	3.00^	372	478	531	637	743					

.TERPS.
 STRAIGHT-IN LANDING RWY 10
 1 SA CAT I ILS
 RA 180'
 DA(H) 1150'(150')
 RVR 14

1 Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DH.
 CHANGES: AHN VOR frequency. | JEPPESEN, 2012, 2023. ALL RIGHTS RESERVED.

TERPS AMEND 5B 30 DEC 2021

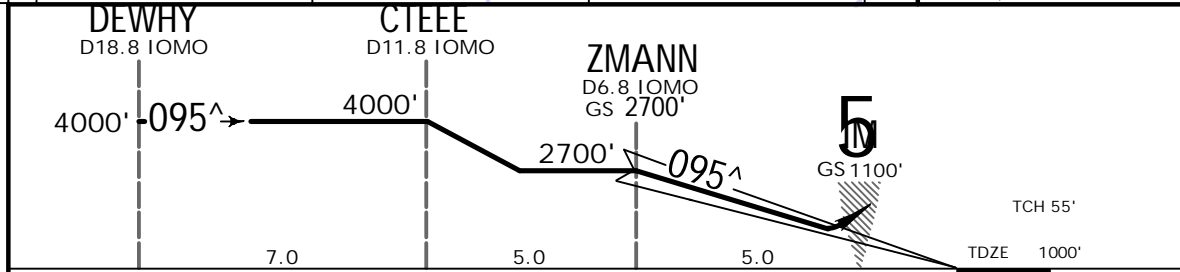
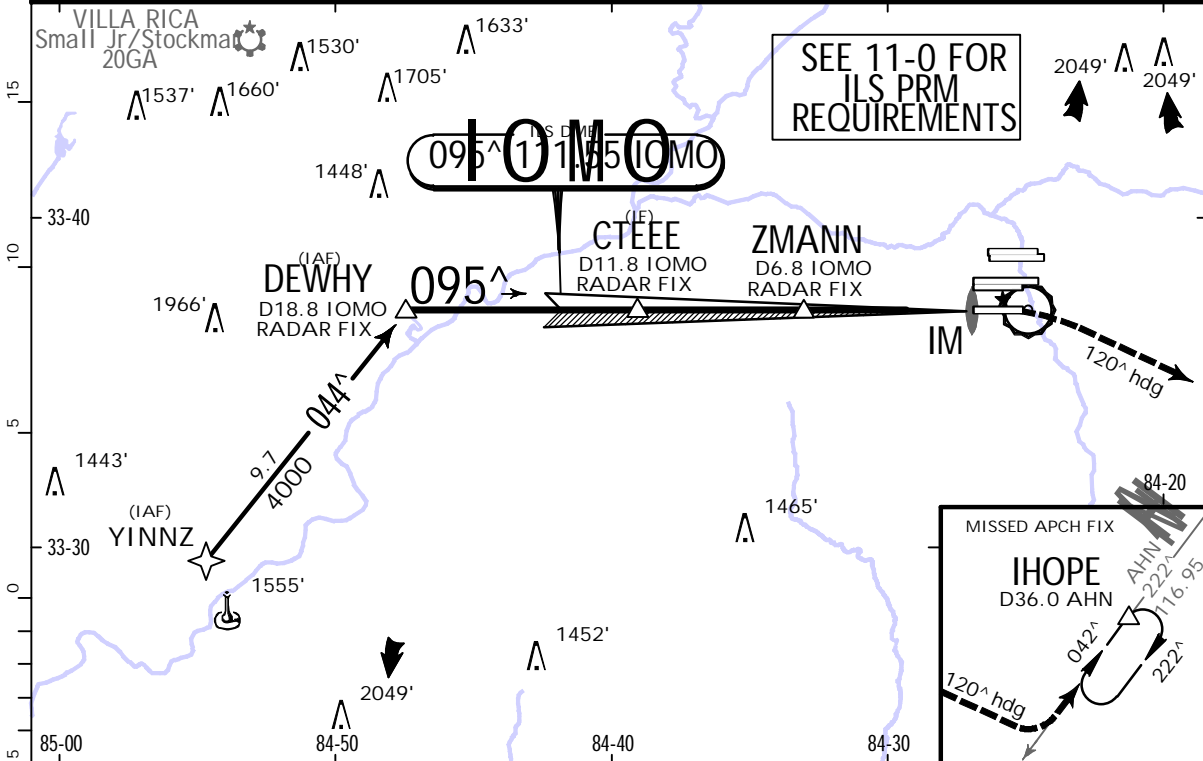
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HARTSFIELD-
JACKSON ATLANTA INTL



17 FEB 23 **(11-10)** .Eff.23.Feb.

ATLANTA, GA
ILS PRM Rwy 10
 (CLOSE PARALLEL)

BRIEFING STRIP™	D-ATIS Arrival	ATLANTA Approach (R)	ATLANTA Tower			Ground				
	119.65	127.9	Rwys 10/28 119.5	Rwys 8L/26R 119.1	Rwys 8R/26L 125.325	Rwys 9L/27R 123.85	Rwys 9R/27L 119.3	Rwys 10/28 121.65	Rwys 8L/R, 26L/R 121.9	Rwys 9L/R, 27L/R 121.75
	LOC IOMO 111.55	Final Apch Crs 095[^]	ZMANN 2700' (1700')	ILS DA(H) 1200' (200')	Apt Elev 1026' 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. 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	1400'	3000'	120 [^]	116.95
GS	3.00 [^]	372	478	531	637	849	PAPI	↑	↑ RT	hdg	and R-222

TERPS. STRAIGHT-IN LANDING RWY 10		
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
D		RVR 40 or 3/4
1 RVR 18 with Flight Director or Autopilot or HUD to DA.		

TERPS AMEND 5 30 DEC 2021

KATL/ATL

HARTSFIELD-
JACKSON ATLANTA INTL



17 FEB 23
Eff. 23.Feb.

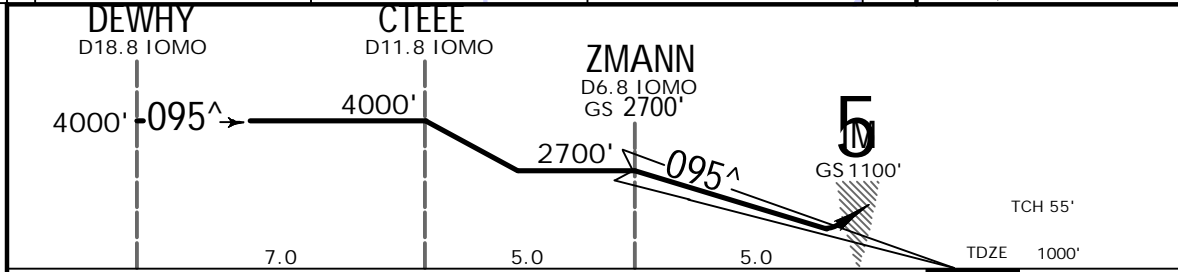
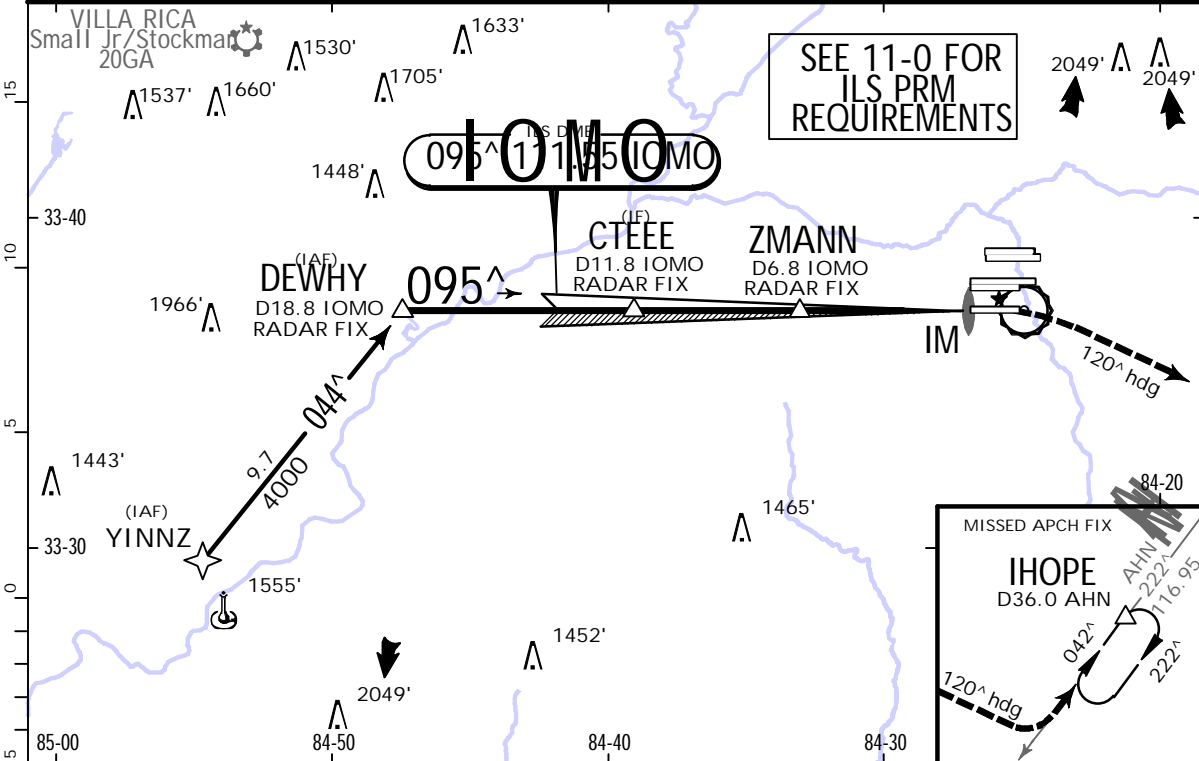
(11-10A)

ILS PRM Rwy 10

ATLANTA, GA

CAT II & III
(CLOSE PARALLEL)

BRIEFING STRIP™	D-ATIS Arrival	ATLANTA Approach (R)	ATLANTA Tower			Ground				
	119.65	127.9	Rwys 10/28 119.5	Rwys 8L/26R 119.1	Rwys 8R/26L 125.325	Rwys 9L/27R 123.85	Rwys 9R/27L 119.3	Rwys 10/28 121.65	Rwys 8L/R, 26L/R 121.9	Rwys 9L/R, 27L/R 121.75
	LOC IOMO 111.55	Final Apch Crs 095^	ZMANN 2700' (1700')	CAT III Refer to Minimums	CAT II ILS RA 110' DA(H) 1100' (100')	Apt Elev 1026'	TDZE 1000'	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	ALSF-II PAPI	1400'	3000'	120^	116.95
GS	3.00^	372	478	531	637	849		↑	↑ RT	hdg	and

TERPS.		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



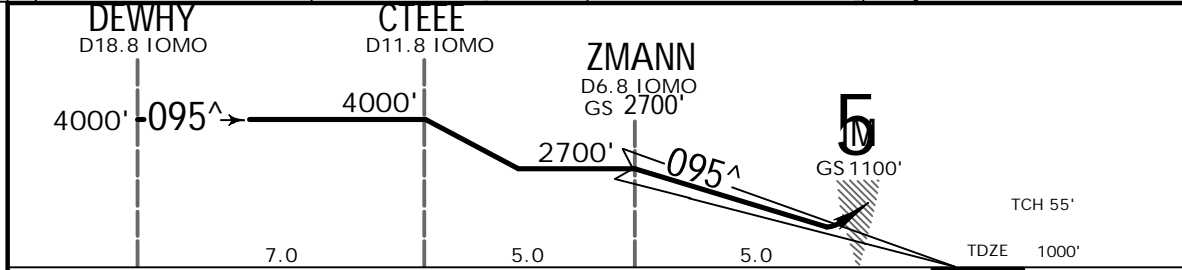
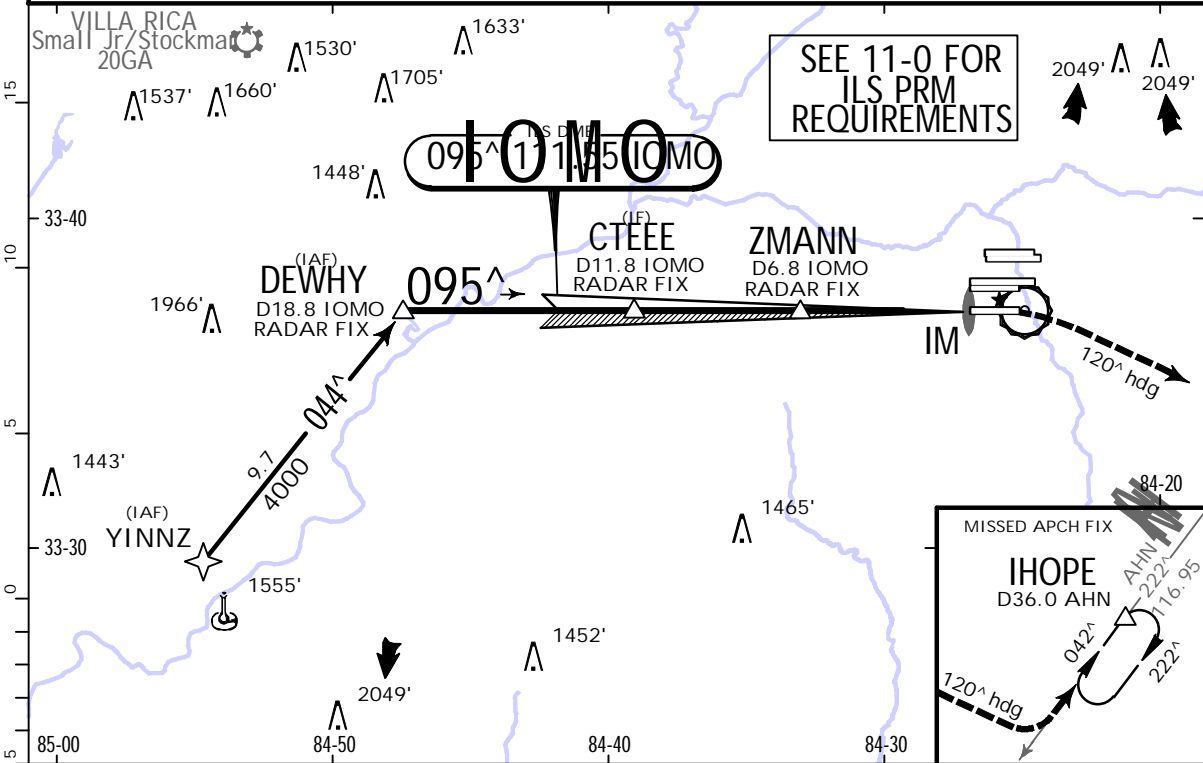
17 FEB 23
Eff. 23.Feb. (11-10B)

ATLANTA, GA

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	
Monitor Frequency 133.425								121.65	121.9	121.75	
LOC IOMO	Final Apch Crs	ZMANN	SA CAT I ILS	Apt Elev	3100						
111.55	095^	2700' (1700')	RA 180'	1026'				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.							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	ALSF-II	1400'	3000'	120^	AHN
GS	3.00^	372	478	531	637	743	PAPI	↑	↑ RT	hdg	116.95
										and	R-222

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

RVR 14

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

TERPS AMEND 5 30 DEC 2021

KATL/ATL

HARTSFIELD-
JACKSON ATLANTA INTL

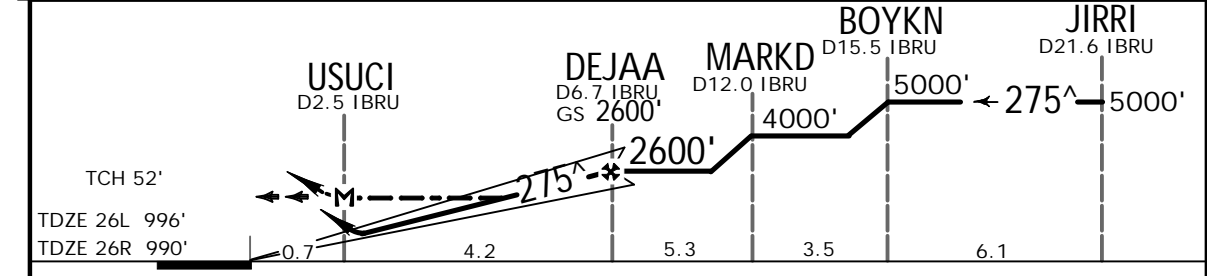
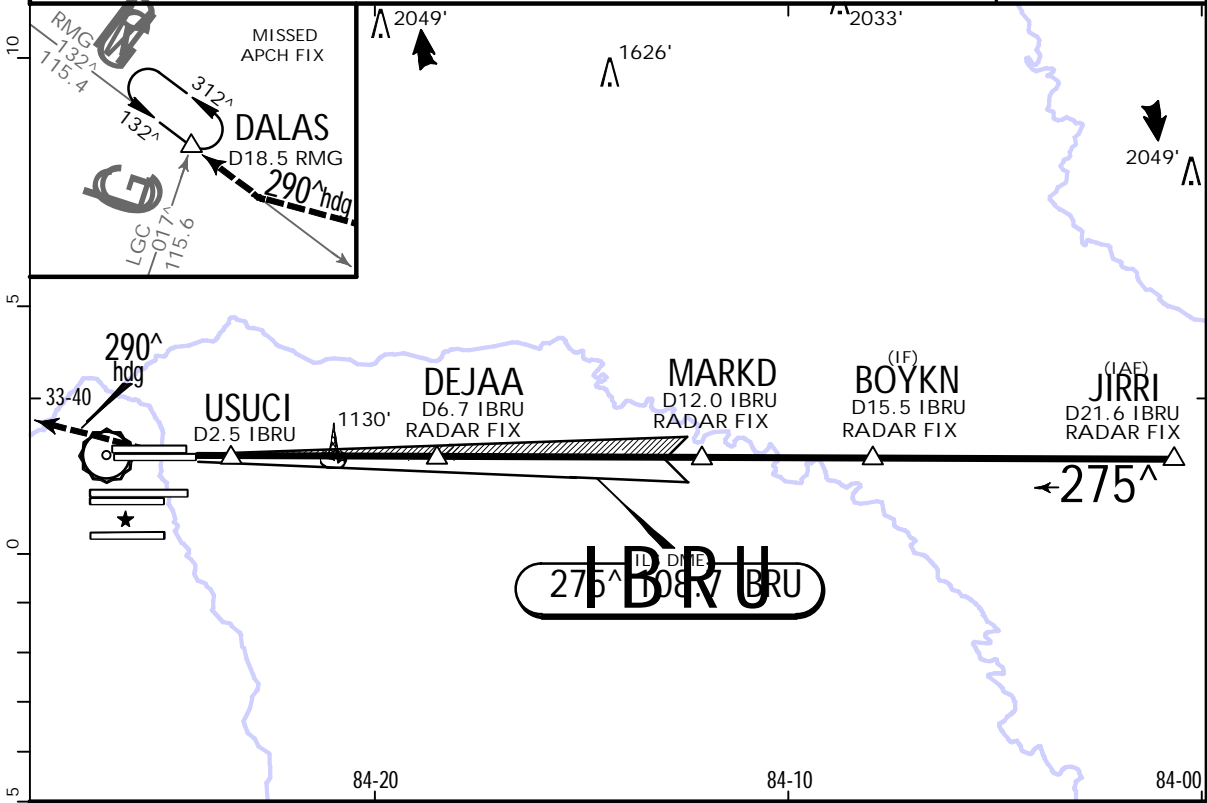


16 APR 21
Eff. 22 Apr. (11-11)

ATLANTA, GA

ILS or LOC Rwy 26L

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
	LOC IBRU 108.7	Final Apch Crs 275 [^]	DEJAA 2600' (1604')	ILS DA(H) 1280' (284')	Apt Elev 1026'	Ground				
	MISSED APCH: 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.					MSA ARP				
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 [^] on	RMG	DALAS
GS	3.00 [^]	372	478	531	637	849	PAPI	↑	RT	and	115.4	
MAP at USUCI or DEJAA to MAP	4.2	3:36	2:48	2:31	2:06	1:48	1:35			hdg	R-132	

TERPS. AMEND 22. 22 APR 2021	STRAIGHT-IN LANDING RWY 26L				SIDESTEP LANDING RWY 26R	
	ILS		LOC (GS out)		SIDESTEP LANDING RWY 26R	
	DA(H) 1280' (284')		MDA(H) 1380' (384')		MDA(H) 1380' (390')	
	FULL		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 50 or 1	RVR 55 or 1	
C	RVR 24 or 1/2	RVR 45 or 7/8	RVR 35 or 5/8	1 1/4	1 1/2	
D					2	

KATL/ATL

HARTSFIELD-
JACKSON ATLANTA INTL

JEPPESSEN
16 APR 21 **(11-12)** .Eff.22.Apr.

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

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 108.7	Final Apch Crs 275[^]	DEJAA 2600' (1604')	ILS DA(H) 1280' (284')		Apt Elev 1026'		TDZE 996'																																																																															
MISSED APCH: 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.								<div style="border: 1px solid black; border-radius: 50%; width: 80px; height: 80px; margin: 0 auto; display: flex; align-items: center; justify-content: center;">3100</div> <p>MSA ARP</p>																																																																															
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'																																																																																							
1. RADAR required. 2. Simultaneous approach authorized. 3. Use of FD or AP 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 63').																																																																																							
<table border="1" style="width:100%; border-collapse: collapse;"> <tr> <td style="font-size: x-small;">Gnd speed-Kts</td> <td style="font-size: x-small;">70</td> <td style="font-size: x-small;">90</td> <td style="font-size: x-small;">100</td> <td style="font-size: x-small;">120</td> <td style="font-size: x-small;">140</td> <td style="font-size: x-small;">160</td> <td colspan="2" style="font-size: x-small;">MALSR 1500'</td> <td style="font-size: x-small;">4000'</td> <td style="font-size: x-small;">290[^] on</td> <td style="font-size: x-small;">RMG 115.4</td> <td rowspan="2" style="font-size: x-small; vertical-align: middle;">DALAS R-132</td> </tr> <tr> <td style="font-size: x-small;">GS</td> <td style="font-size: x-small;">3.00[^]</td> <td style="font-size: x-small;">372</td> <td style="font-size: x-small;">478</td> <td style="font-size: x-small;">531</td> <td style="font-size: x-small;">637</td> <td style="font-size: x-small;">849</td> <td colspan="2" style="font-size: x-small;">PAPI</td> <td style="font-size: x-small;">↑</td> <td style="font-size: x-small;">RT</td> <td style="font-size: x-small;">hdg</td> </tr> </table>											Gnd speed-Kts	70	90	100	120	140	160	MALSR 1500'		4000'	290 [^] on	RMG 115.4	DALAS R-132	GS	3.00 [^]	372	478	531	637	849	PAPI		↑	RT	hdg																																																				
Gnd speed-Kts	70	90	100	120	140	160	MALSR 1500'		4000'	290 [^] on	RMG 115.4	DALAS R-132																																																																											
GS	3.00 [^]	372	478	531	637	849	PAPI		↑	RT	hdg																																																																												
<table border="1" style="width:100%; border-collapse: collapse;"> <tr> <td colspan="11" style="text-align: center;">.TERPS. STRAIGHT-IN LANDING RWY26L</td> </tr> <tr> <td colspan="11" style="text-align: center;">ILS DA(H) 1280' (284')</td> </tr> <tr> <td colspan="6" style="text-align: center;">FULL</td> <td colspan="5" style="text-align: center;">RAIL/ALS out</td> </tr> <tr> <td style="font-size: x-small;">A</td> <td colspan="5"></td> <td colspan="5"></td> </tr> <tr> <td style="font-size: x-small;">B</td> <td colspan="5"></td> <td colspan="5"></td> </tr> <tr> <td style="font-size: x-small;">C</td> <td colspan="5" style="text-align: center;">RVR 24 or 1/2</td> <td colspan="5" style="text-align: center;">RVR 45 or 7/8</td> </tr> <tr> <td style="font-size: x-small;">D</td> <td colspan="5"></td> <td colspan="5"></td> </tr> </table>											.TERPS. STRAIGHT-IN LANDING RWY26L											ILS DA(H) 1280' (284')											FULL						RAIL/ALS out					A											B											C	RVR 24 or 1/2					RVR 45 or 7/8					D										
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TERPS AMEND 3 22 APR 2021

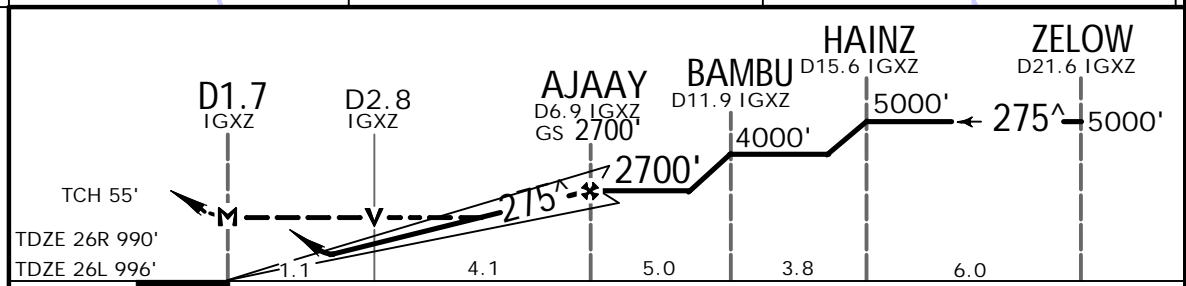
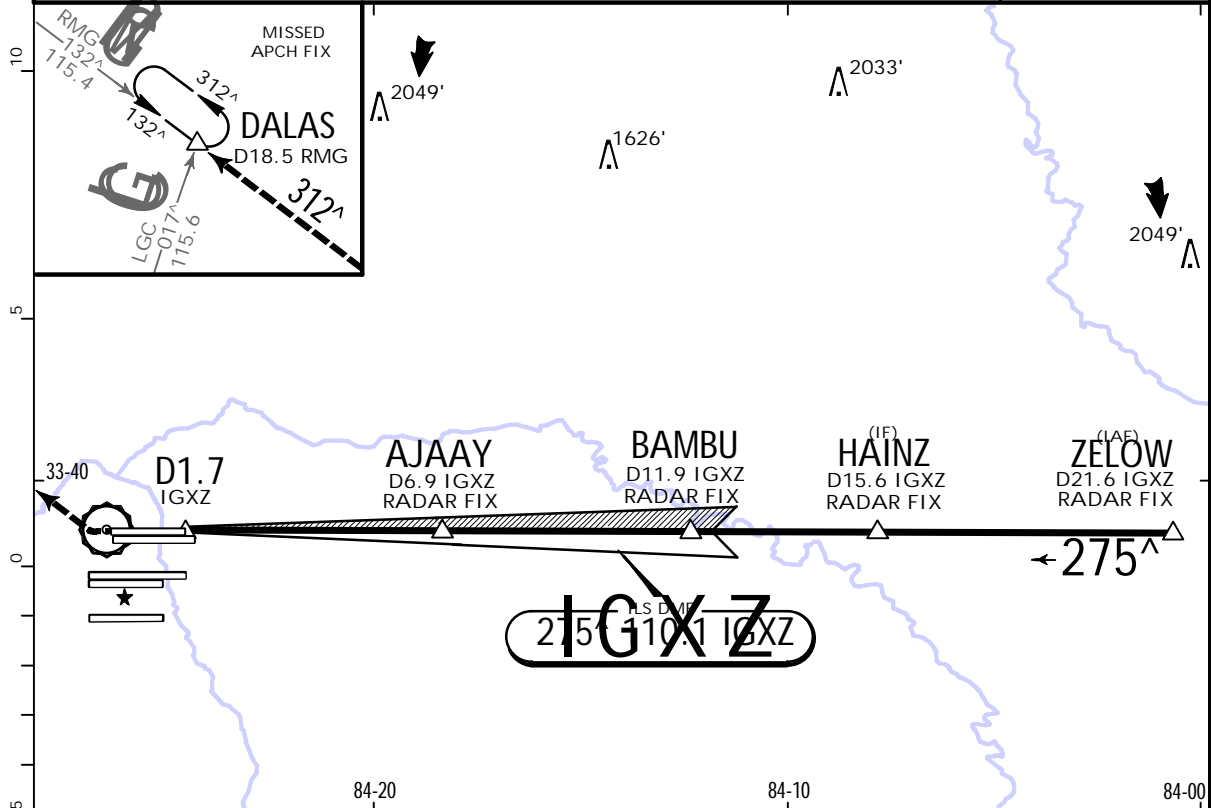
KATL/ATL
HARTSFIELD-
JACKSON ATLANTA INTL



ATLANTA, GA

16 APR 21 (11-13) .Eff.22.Apr. ILS or LOC Rwy 26R

BRIEFING STRIP™	D-ATIS Arrival	ATLANTA Approach (R)	Rwys 8L/26R	Rwys 8R/26L	ATLANTA Tower	Rwys 9L/27R	Rwys 9R/27L	Rwys 10/28	Rwys 8L/R, 26L/R	Ground	Rwys 9L/R, 27L/R	Rwys 10/28
	119.65	127.9	119.1	125.325	123.85	119.3	119.5	121.9	121.75	121.65		
	LOC IGXZ 110.1	Final Apch Crs 275 [^]	AJAAY 2700' (1710')		ILS DA(H) 1190' (200')	Apt Elev 1026' TDZE 26R 990'						
	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.										MSA ARP		



Gnd speed-Kts	70	90	100	120	140	160	MALSR	1800'	4000'	RMG on 115.4 R-132	DALAS
GS	3.00 [^]	372	478	531	637	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	.TERPS. STRAIGHT-IN LANDING RWY 26R						SIDESTEP LANDING RWY 26L	
	ILS DA(H) 1190' (200')			LOC (GS out) MDA(H) 1420' (430')			MDA(H) 1420' (424')	
	FULL		IDZ/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		1					
C	RVR 18 or 1/2	RVR 24 or 1/2	RVR 40 or 3/4			1 1/4	1 3/4	
D				RVR 40 or 3/4	RVR 60 or 1 1/4	1 3/4	2 1/4	

1 RVR 18 with Flight Director or Autopilot or HUD to DA. CHANGES: Procedure. JEPPesen, 1998, 2021. ALL RIGHTS RESERVED.

KATL/ATL
HARTSFIELD-
JACKSON ATLANTA INTL



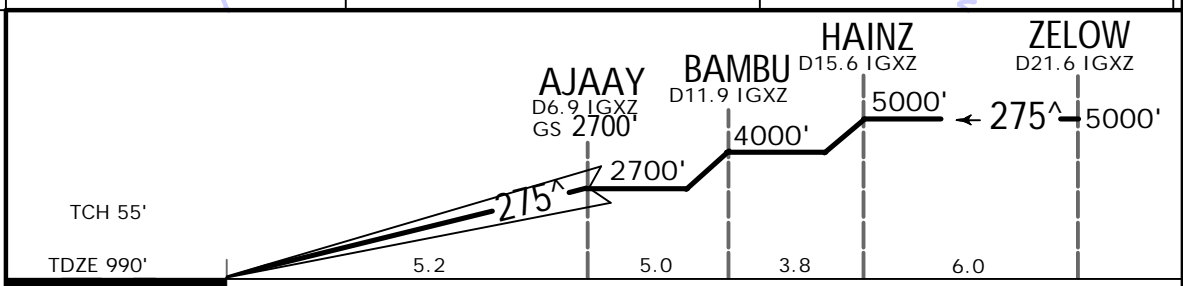
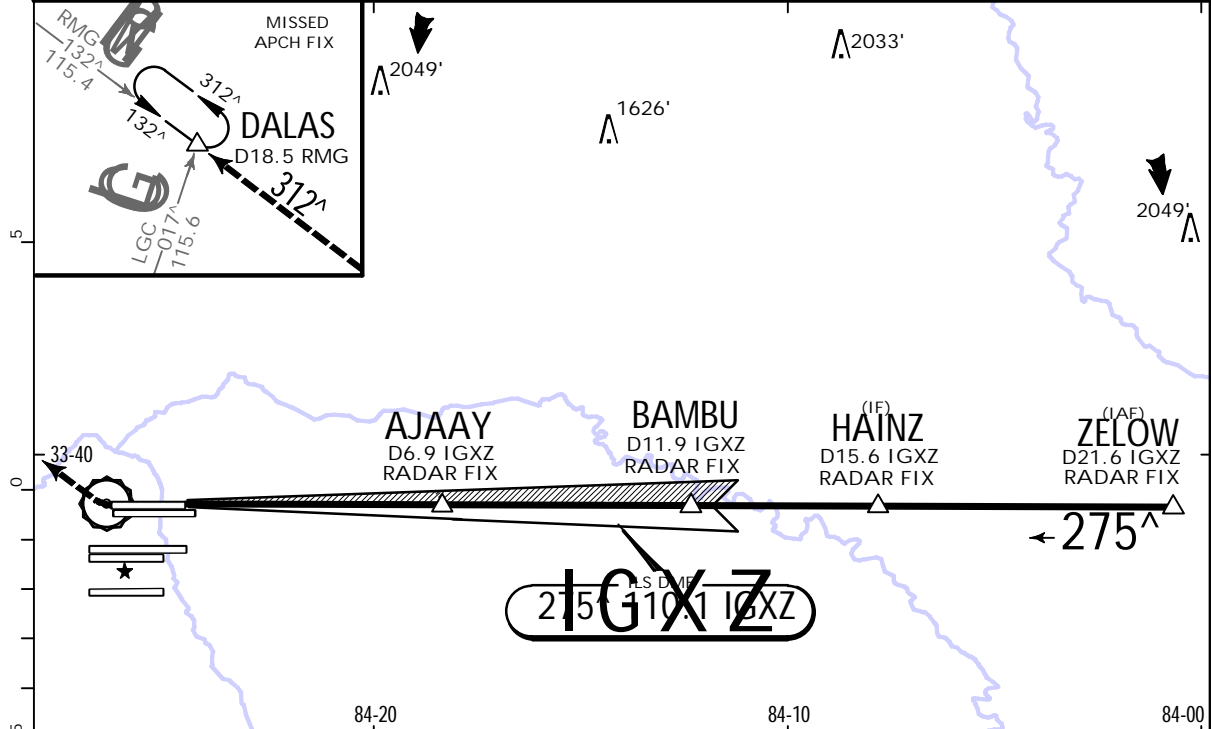
18 FEB 22

11-13A

ATLANTA, GA
ILS Rwy 26R SA CAT I

BRIEFING STRIP™

D-ATIS Arrival	ATLANTA Approach (R)	ATLANTA Tower					Ground		
Rwys 8L/26R	Rwys 8R/26L	Rwys 9L/27R	Rwys 9R/27L	Rwys 10/28	Rwys 8L/R, 26L/R	Rwys 9L/R, 27L/R	Rwys 10/28		
119.65	127.9	119.1	125.325	123.85	119.3	119.5	121.9	121.75	121.65
LOC IGXZ 110.1	Final Apch Crs 275 [^]	AJAAY 2700' (1710')	SA CAT I ILS RA 170' DA(H) 1140'(150')	Apt Elev 1026' TDZE 990'					
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	1800'	4000'	RMG	DALAS
GS	3.00 [^]	372	478	531	637	743	PAPI	↑	RT	on 115.4 R-132	

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

RVR 14

1 Requires specific OPSPEC, MSPEC, or LOA approval.

TERPS AMEND 8 22 APR 2021

KATL/ATL
HARTSFIELD-
JACKSON ATLANTA INTL



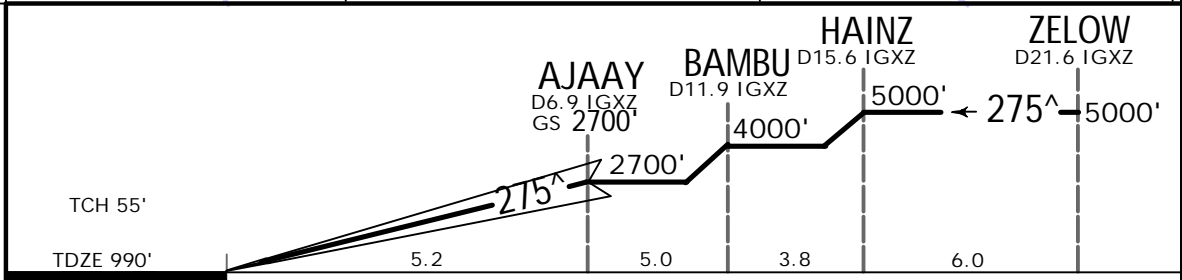
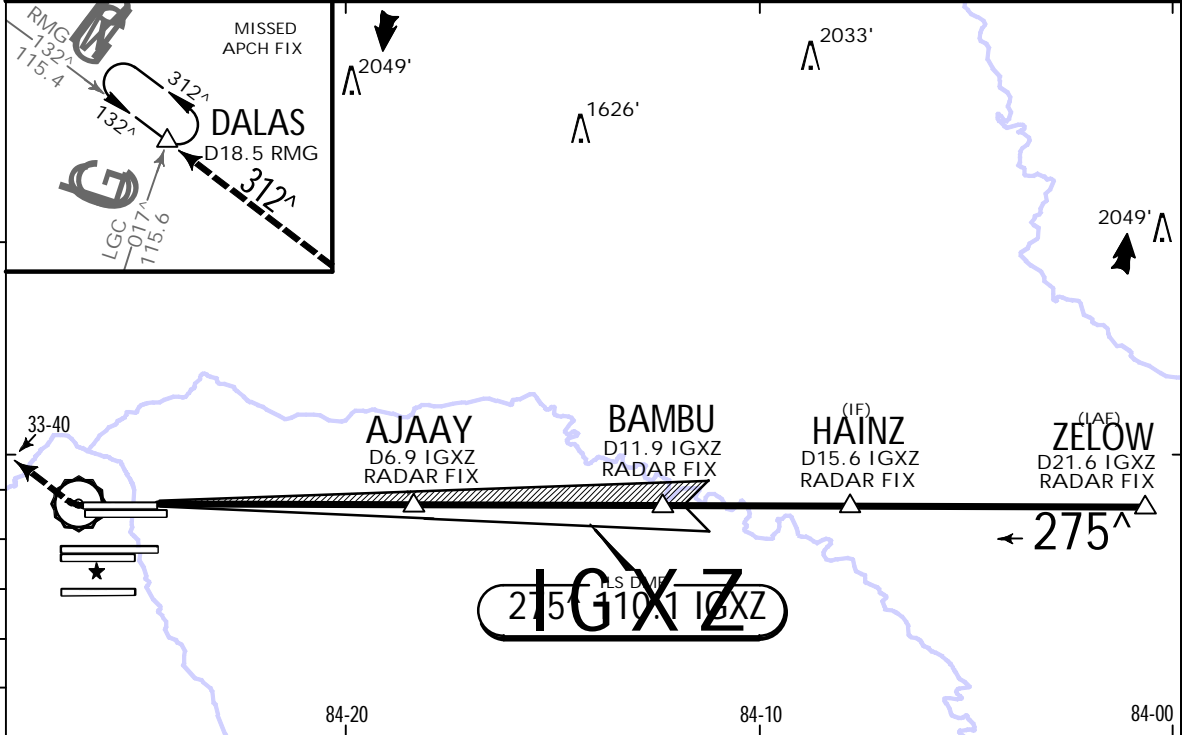
18 FEB 22

11-13B

ATLANTA, GA
ILS Rwy 26R SA CAT II

BRIEFING STRIP™

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	
LOC IGXZ 110.1	Final Apch Crs 275^	AJAAY 2700' (1710')		SA CAT II ILS RA 110' 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 on 115.4	DALAS
GS	3.00^	372	478	531	637	849		↑	RT	R-132	

.TERPS. STRAIGHT-IN LANDING RWY26R
 1 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

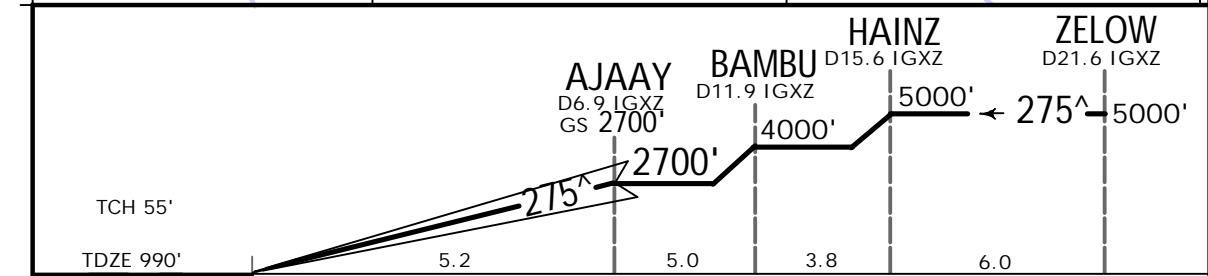
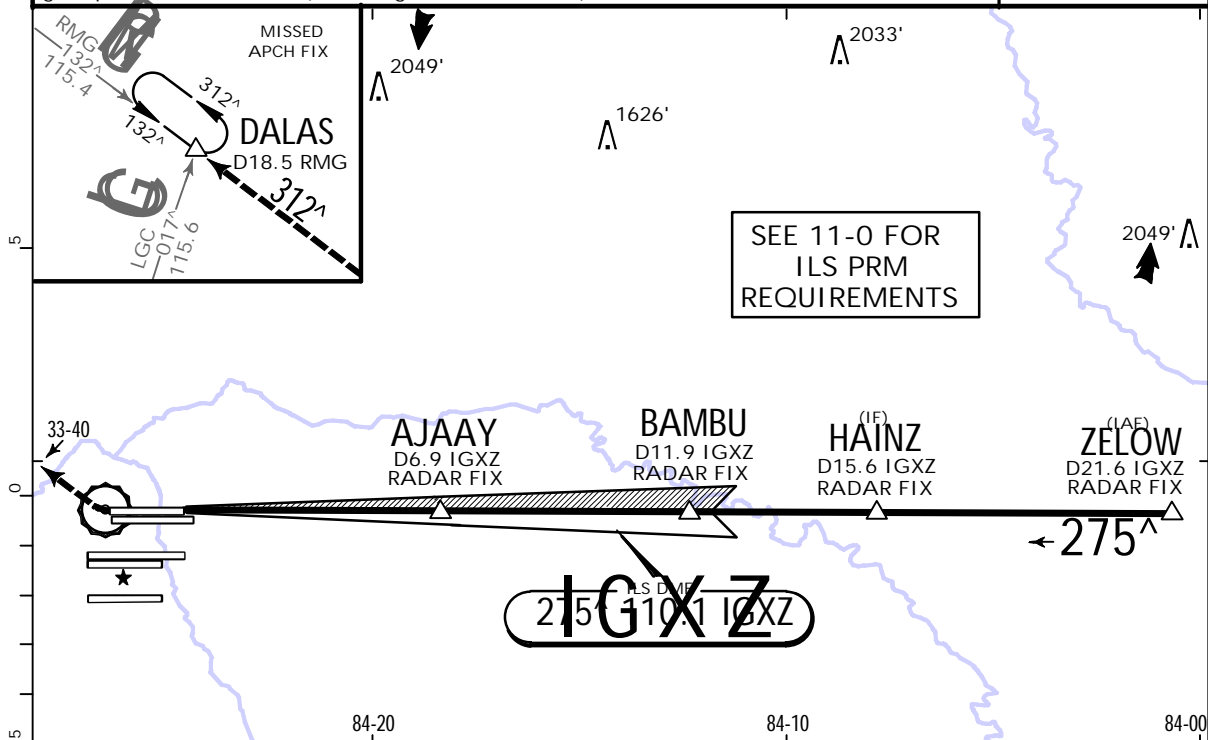
KATL/ATL
HARTSFIELD-
JACKSON ATLANTA INTL



16 APR 21 (11-14) .Eff.22.Apr.

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

D-ATIS Arrival	ATLANTA Approach (R)	ATLANTA Tower					Ground			
		Rwys 8L/26R	Rwys 8R/26L	Rwys 9L/27R	Rwys 9R/27L	Rwys 10/28	Rwys 8L/R, 26L/R	Rwys 9L/R, 27L/R	Rwys 10/28	
119.65	127.9	119.1	125.325	123.85	119.3	119.5	121.9	121.75	121.65	
		Monitor Frequency			126.9					
LOC IGXZ	Final Apch Crs	AJAAY	ILS DA(H)	Apt Elev 1026'						
110.1	275^A	2700' (1710')	1190' (200')	TDZE 990'						
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. Use of FD or AP required during simultaneous operations. 4. Dual VHF comm required. 5. 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 69').										



Gnd speed-Kts	70	90	100	120	140	160	MALSR	1800'	4000'	RMG on 115.4 R-132	DALAS
GS	3.00^A	372	478	531	637	743					

.TERPS.			STRAIGHT-IN LANDING RWY26R			
			ILS DA(H) 1190' (200')			
FULL		TDZ/CL out		RAIL/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 4 22 APR 2021

KATL/ATL

HARTSFIELD-

JACKSON ATLANTA INTL

16 APR 21
Eff. 22 Apr. (11-14A)

JEPPESEN

ILS PRM Rwy

ATLANTA, GA

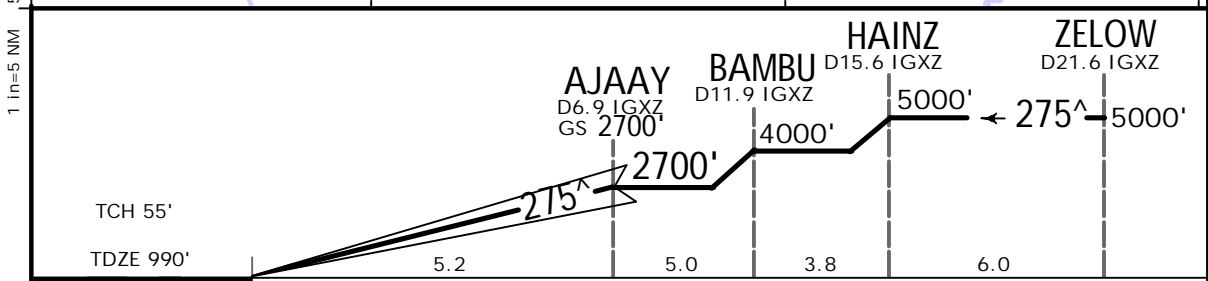
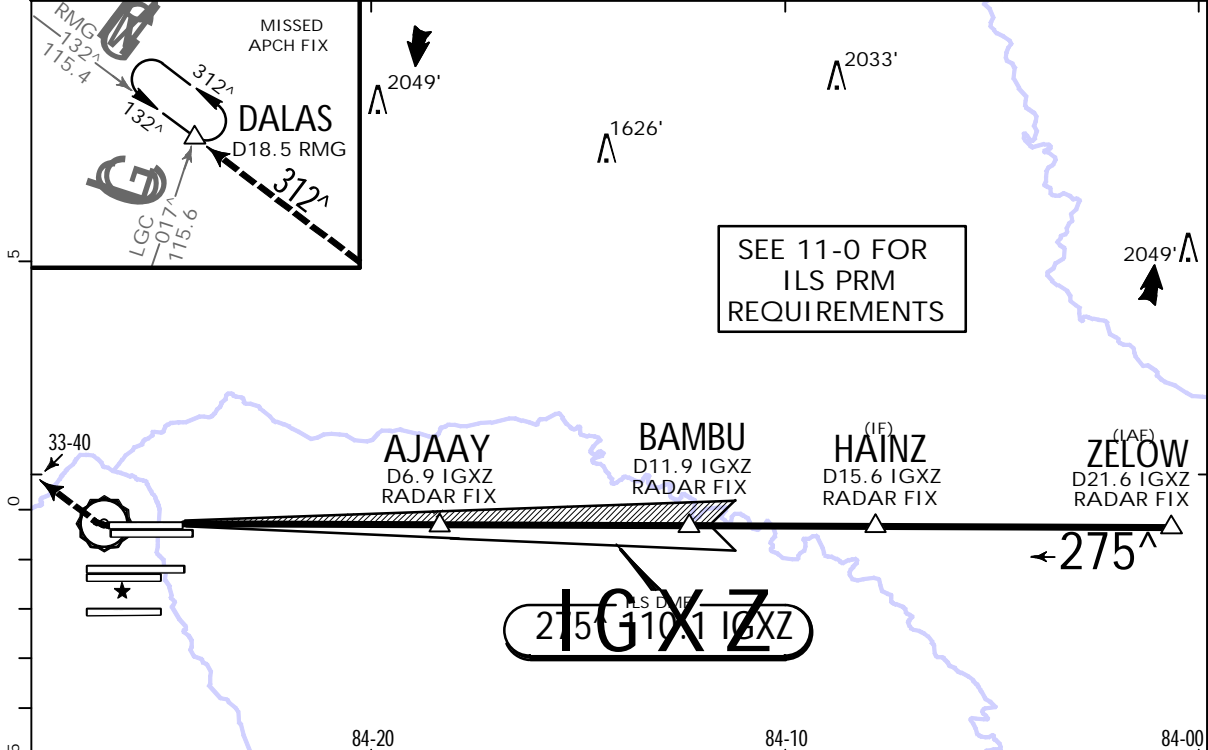
26R SA CAT I

(CLOSE PARALLEL)

D-ATIS Arrival	ATLANTA Approach (R)	Rwys 8L/26R	Rwys 8R/26L	ATLANTA Tower	Rwys 9L/27R	Rwys 9R/27L	Rwys 10/28	Ground		
119.65	127.9	119.1	125.325	123.85	119.3	119.5	121.9	Rwys 8L/R, 26L/R	Rwys 9L/R, 27L/R	Rwys 10/28
Monitor Frequency							126.9	121.9	121.75	121.65

BRIEFING STRIP

LOC IGXZ 110.1	Final Apch Crs 275 [^]	AJAAY 2700' (1710')	SA CAT I ILS RA 170' DA(H) 1140' (150')	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. Use of FD or AP 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 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
1 SA CAT I ILS
RA 170'
DA(H) 1140' (150')

RVR 14

1 Requires specific OPSPEC, MSPEC, or LOA approval.

TERPS AMEND 4 22 APR 2021

KATL/ATL
HARTSFIELD-
JACKSON ATLANTA INTL

16 APR 21
 .Eff.22.Apr. **(11-14B)**

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

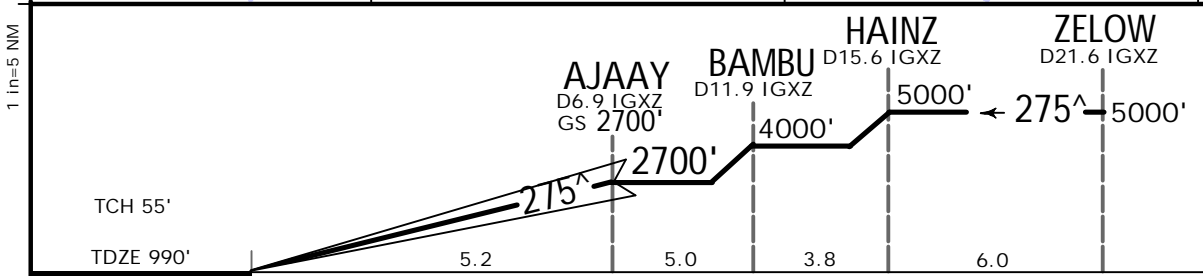
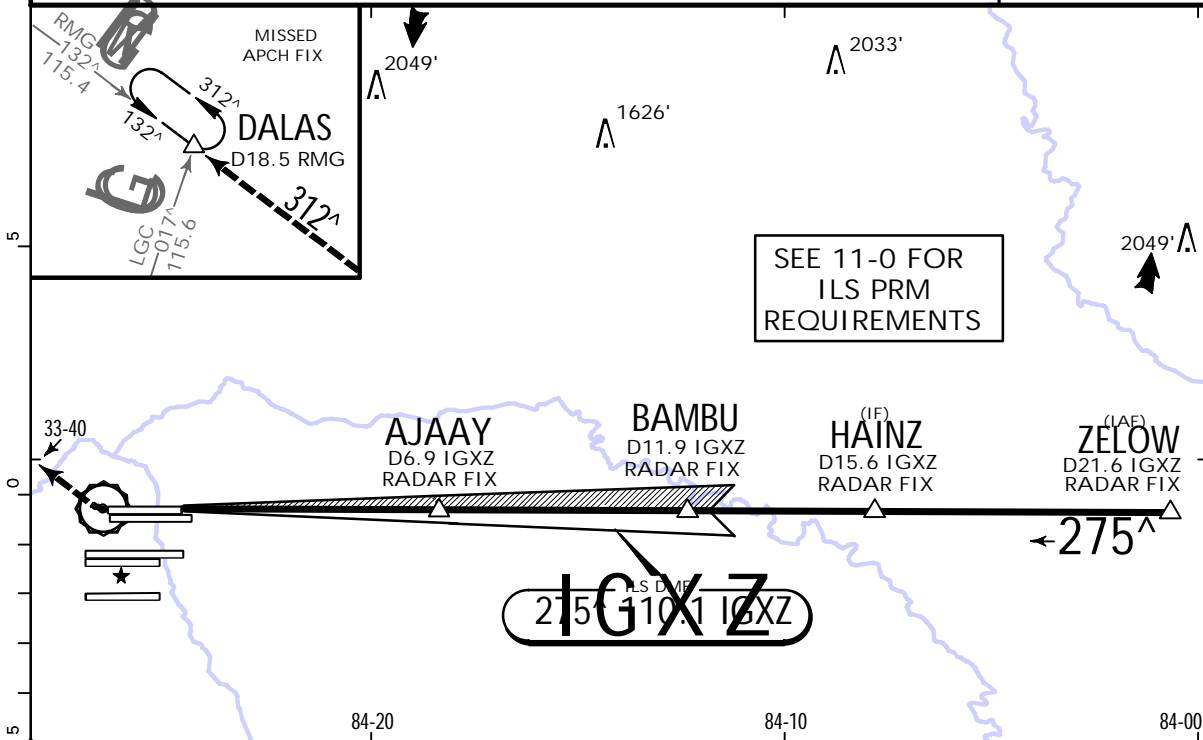
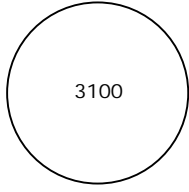
D-ATIS Arrival	ATLANTA Approach (R)	Rwys 8L/26R	Rwys 8R/26L	ATLANTA Tower	Rwys 9L/27R	Rwys 9R/27L	Rwys 10/28	Ground
119.65	127.9	119.1	125.325	123.85	119.3	119.5	121.9	Rwys 8L/R, 26L/R 121.75 Rwys 9L/R, 27L/R 121.75 Rwys 10/28 121.65
Monitor Frequency								126.9

LOC IGXZ 110.1	Final Apch Crs 275^	AJAAY 2700' (1710')	SA CAT II ILS RA 110' DA(H) 1090'(100')	Apt Elev 1026' TDZE 990'
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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. Use of FD or AP 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 69').



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

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

RVR 12

1 Requires specific OPSPEC, MSPEC, or LOA approval.

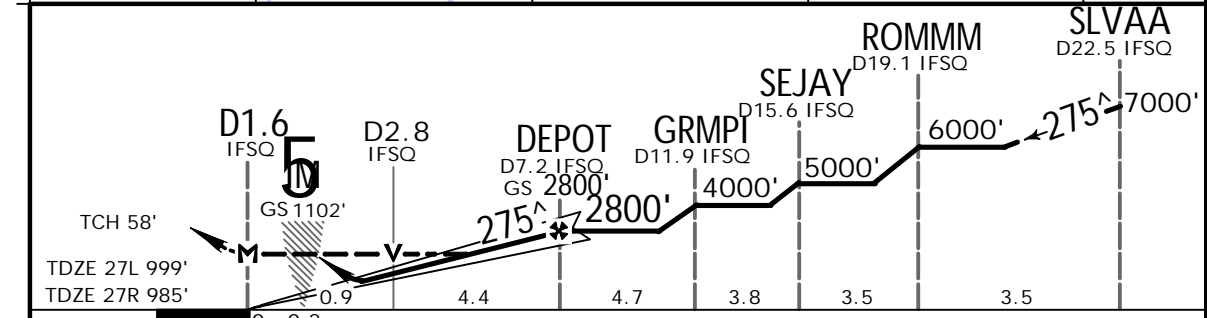
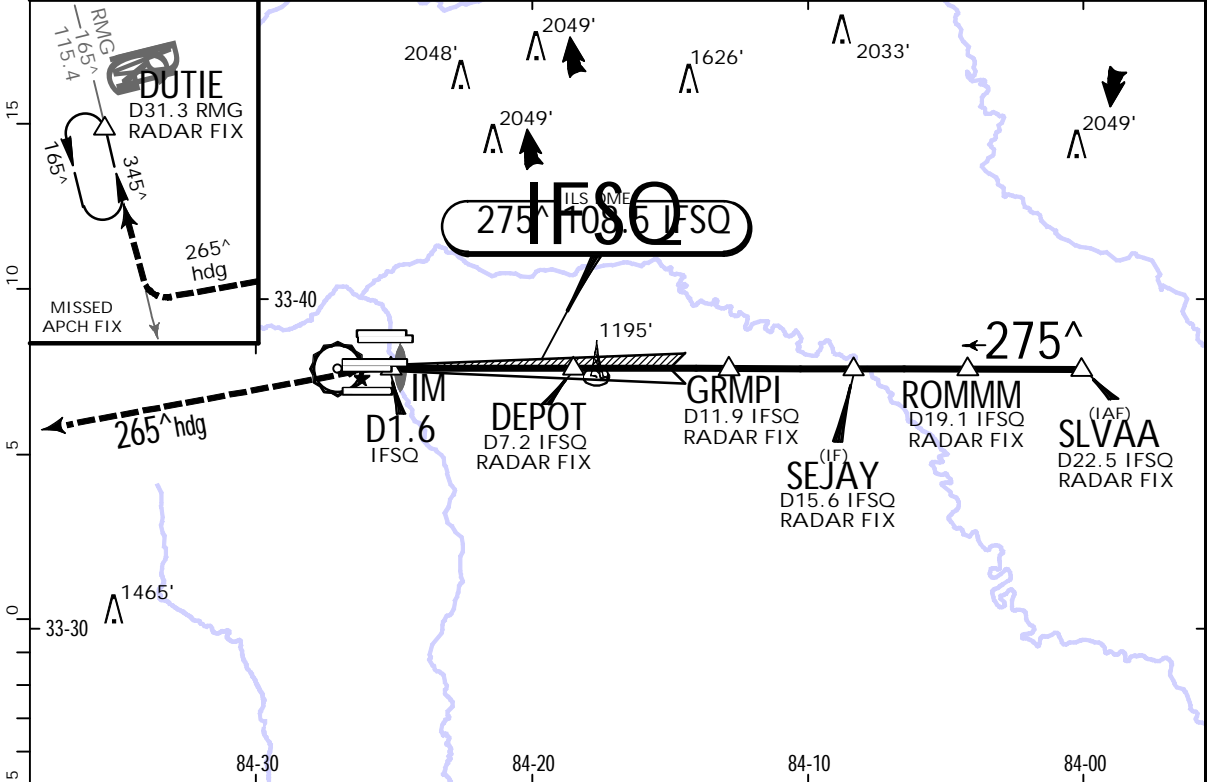
KATL/ATL HARTSFIELD- JACKSON ATLANTA INTL



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 108.5	Final Apch Crs 275[^]	DEPOT 2800' (1801')	ILS DA(H) 1199' (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>				
	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. 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	DUTIE
GS	3.00 [^]	372	478	531	637	743	PAPI	↑	LT	hdg	R-165	
MAP at D1.6 IFSQ or DEPOT to MAP	5.5	4:43	3:40	3:18	2:45	2:21						

TERPS AMEND 19 22 APR 2021	STRAIGHT-IN LANDING RWY 27L						SIDESTEP LANDING RWY 27R	
	ILS DA(H) 1199' (200')			LOC (GS out) MDA(H) 1420' (421')			MDA(H) 1420' (435')	
	FULL	IDZ/CL out	ALS out	ALS out		ALS out		
	A			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								

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

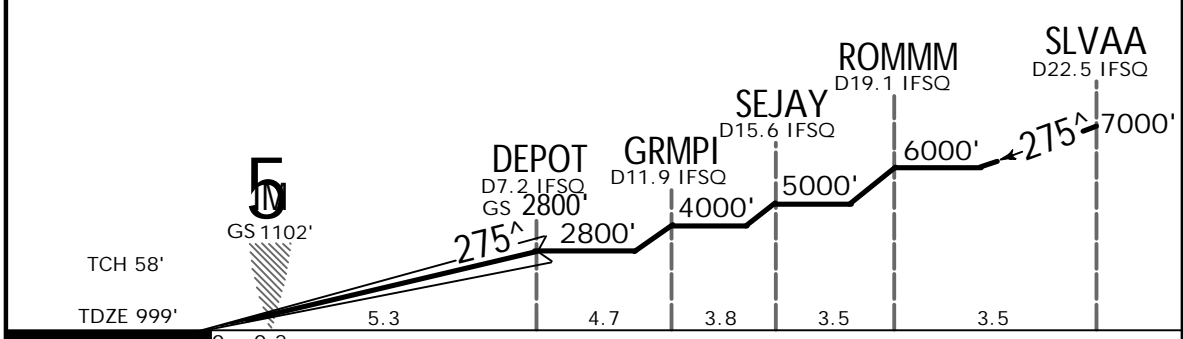
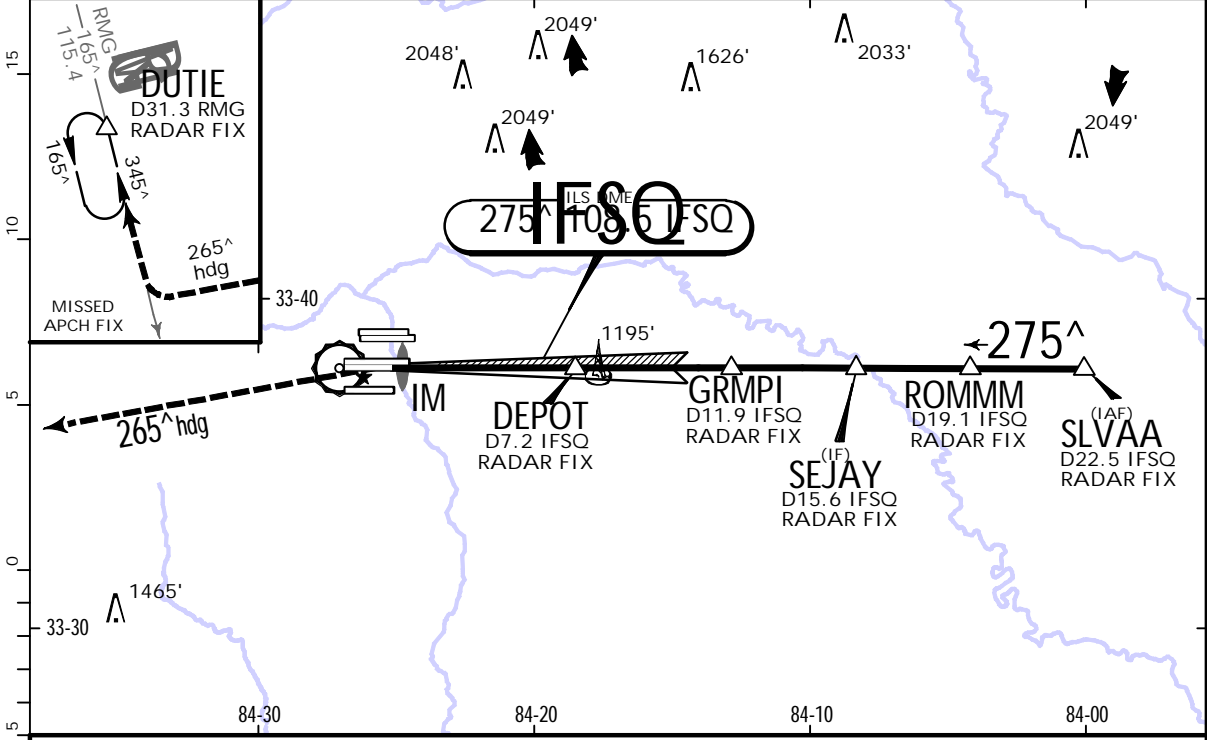
KATL/ATL
HARTSFIELD-
JACKSON ATLANTA INTL



ATLANTA, GA

16 APR 21 (11-15A) .Eff.22.Apr. ILS Rwy 27L CAT II

BRIEFING STRIP	D-ATIS	ATLANTA Approach (R)	ATLANTA Tower					Ground		
	Arrival		Rwys 9R/27L	Rwys 8L/26R	Rwys 8R/26L	Rwys 9L/27R	Rwys 10/28	Rwys 9L/R, 27L/R	Rwys 8L/R, 26L/R	Rwys 10/28
	119.65	127.9	119.3	119.1	125.32	123.85	119.5	121.75	121.9	121.65
	LOC IFSQ 108.5	Final Apch Crs 275 [^]	DEPOT 2800' (1801')	CAT II RA 127' DA(H) 1099' (100')		Apt Elev 1026'		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> <p>Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'</p> <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>										
									3100	
									MSA ARP	



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II PAPI	1500'	4000'	265 [^] on LT	RMG 115.4 R-165 and hdg	DUTIE
GS	3.00 [^]	372	478	531	637	849						

.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

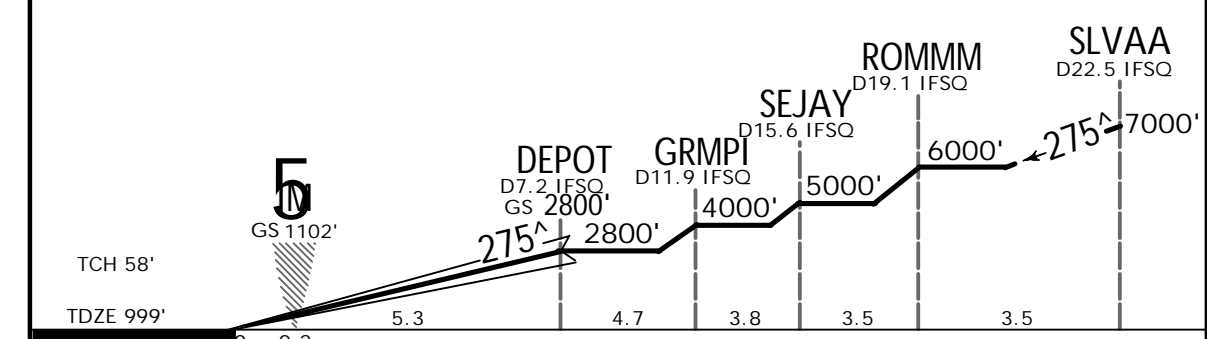
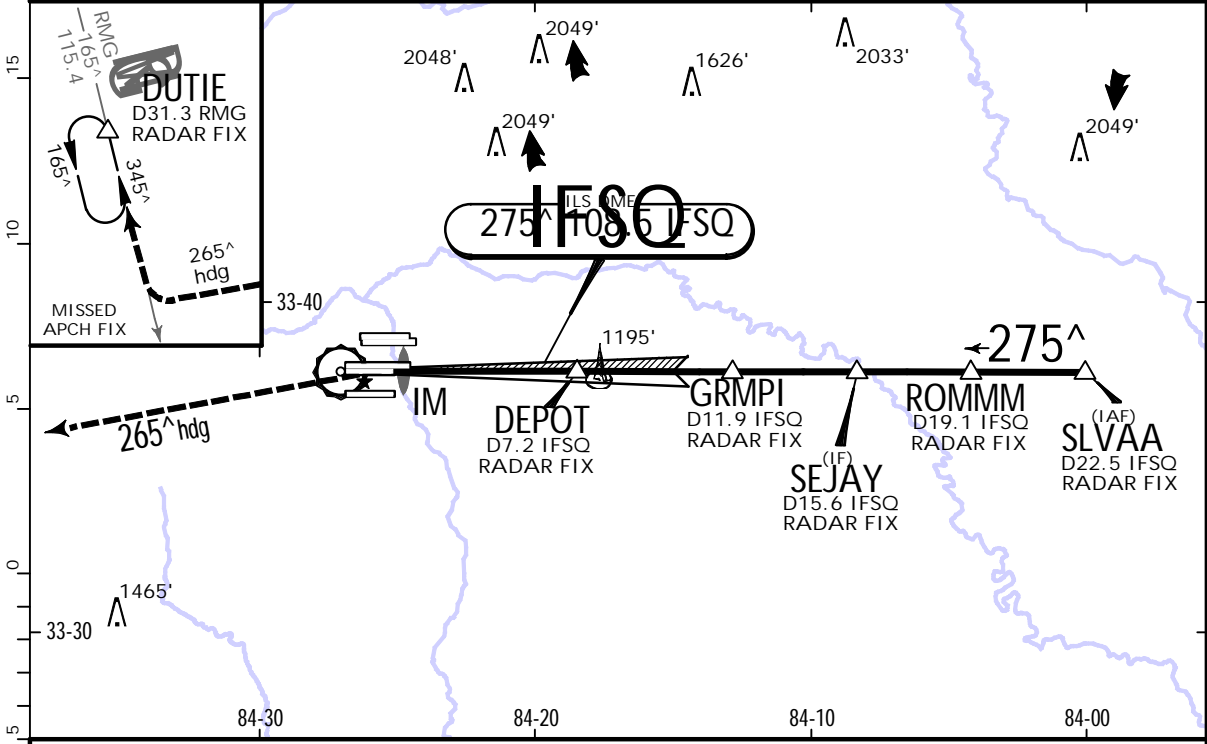


16 APR 21
Eff. 22 Apr. (11-15B)

ATLANTA, GA

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	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'						
108.5	275^	2800' (1801')	DA(H) 1149' (150')		TDZE 999'						
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. 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	3.00^	372	478	531	637	849		↑	LT	on	hdg	

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

RVR 14

1 Requires specific OPSPEC, MSPEC, or LOA approval.

KATL/ATL
HARTSFIELD-
JACKSON ATLANTA INTL

JEPPESSEN
 16 APR 21 (11-16) .Eff.22.Apr.

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

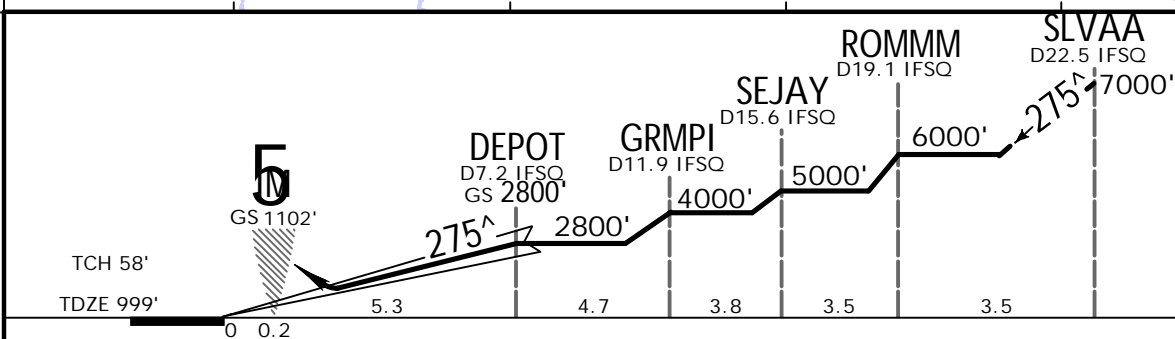
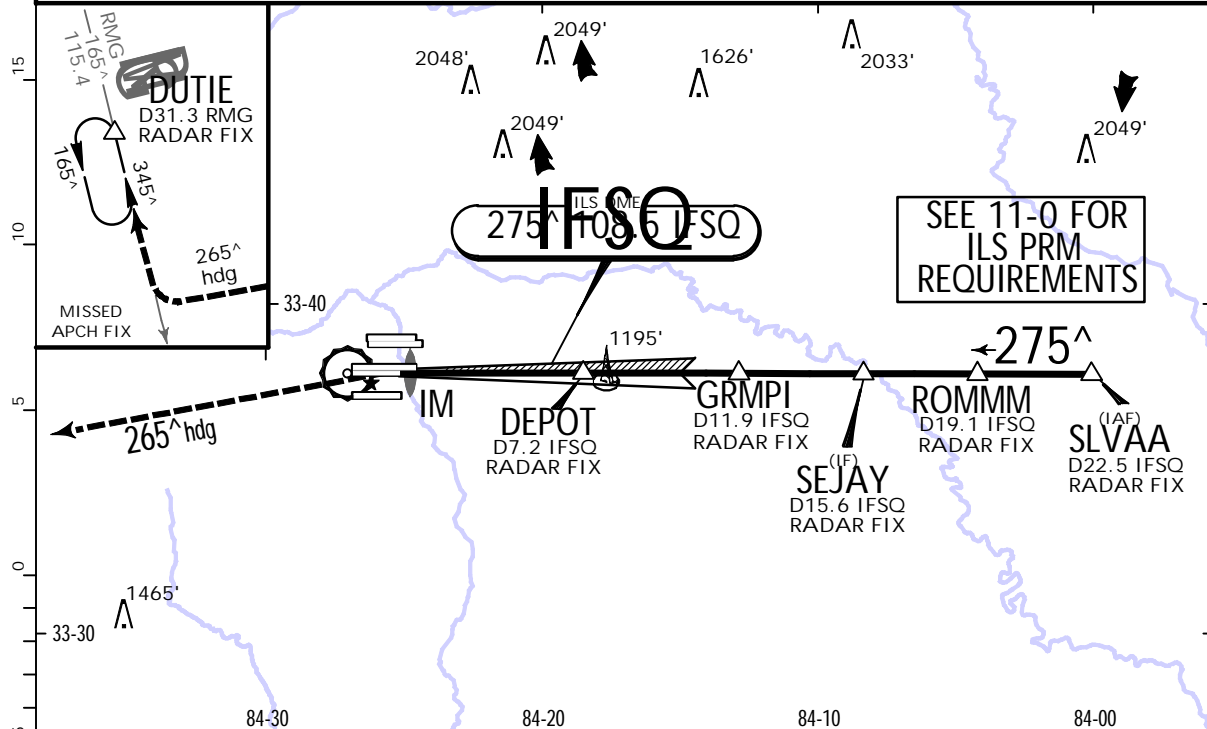
D-ATIS Arrival	ATLANTA Approach (R)	Rwys 9R/27L	Rwys 8L/26R	ATLANTA Tower	Rwys 8R/26L	Rwys 9L/27R	Rwys 10/28	Ground		
119.65	127.9	119.3	119.1	125.32	123.85	119.5	119.5	Rwys 9L/R, 27L/R	Rwys 8L/R, 26L/R	Rwys 10/28
Monitor Frequency 132.55								121.75	121.9	121.65

LOC IFSQ	Final Apch Crs	DEPOT	ILS DA(H)	Apt Elev 1026'	3100
108.5	275^	2800' (1801')	1199' (200')	TDZE 999'	

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. 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^	RMG	DUTIE
GS	3.00^	372	478	531	637	743	PAPI	↑	LT	on	115.4	

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

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

TERPS AMEND 4 22 APR 2021

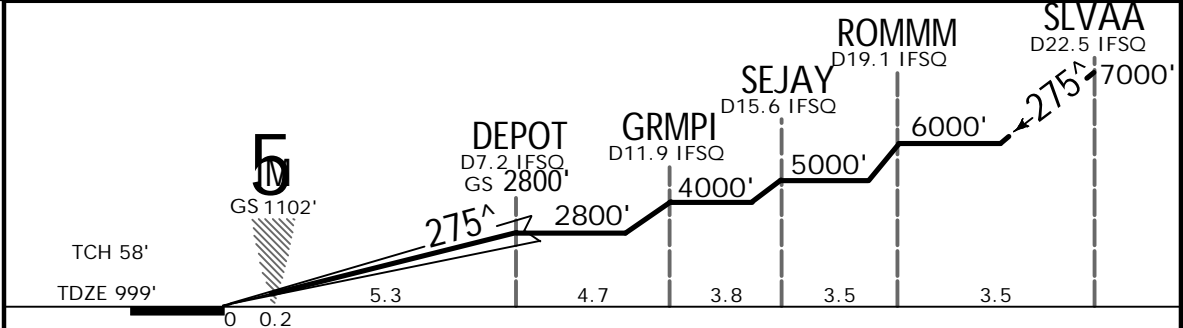
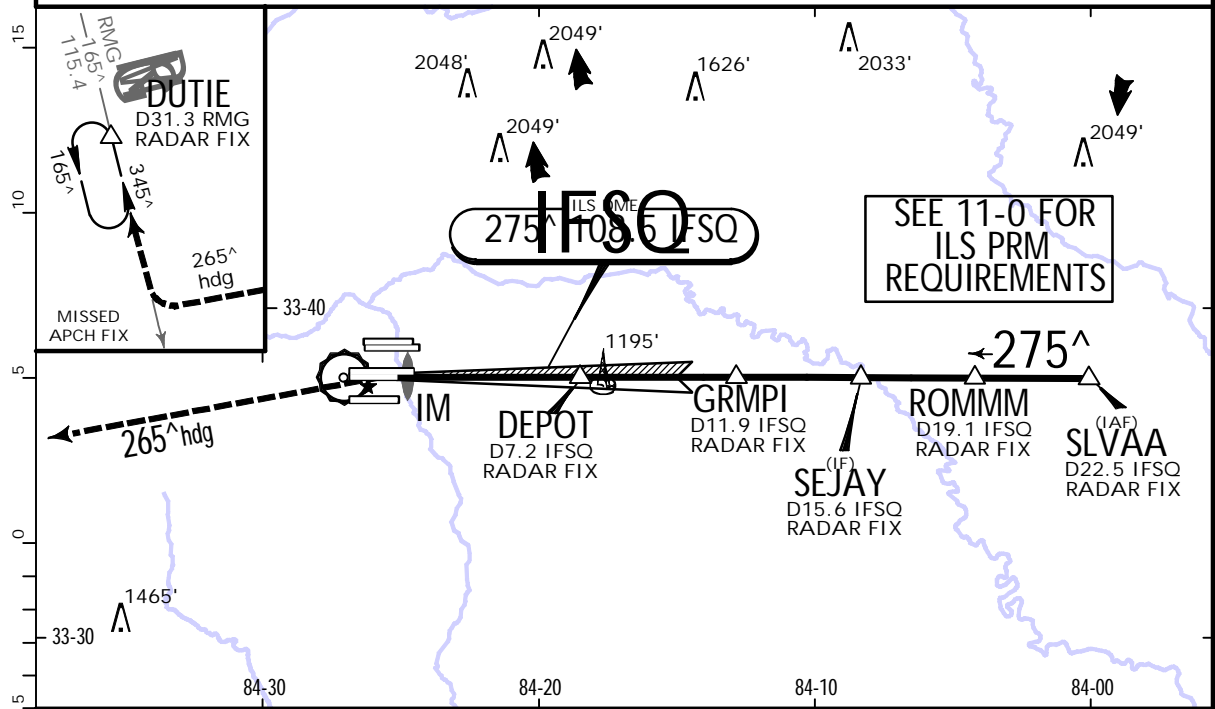
KATL/ATL
HARTSFIELD-
JACKSON ATLANTA INTL

JEPPESEN

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

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

BRIEFING STRIP™	D-ATIS Arrival	ATLANTA Approach (R)	Rwys 9R/27L	Rwys 8L/26R	ATLANTA Tower ILS Rwy 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	
	LOC IFSQ 108.5		Final Apch Crs 275^	DEPOT 2800' (1801')		CAT II RA 127' DA(H) 1099' (100')		Apt Elev 1026'		MSA ARP 3100	
	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.								TDZE 999'		
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	3.00^	372	478	531	637	849	PAPI	↑	LT	on	115.4	
										hdg	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

16 APR 21
Eff. 22 Apr.

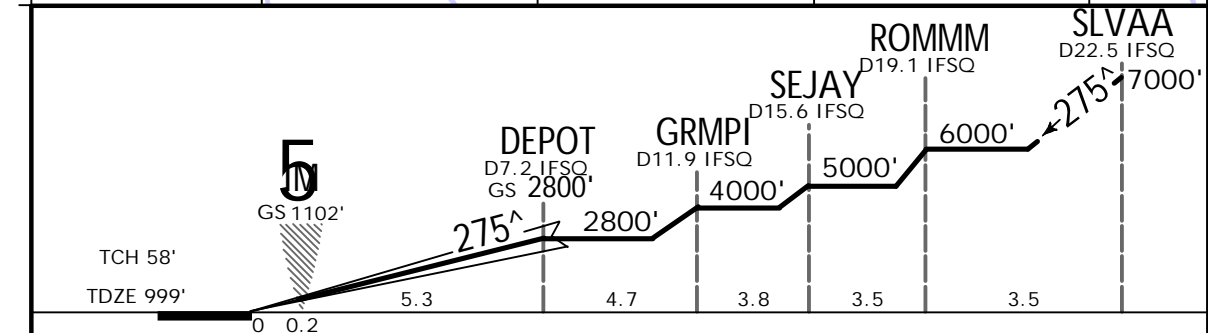
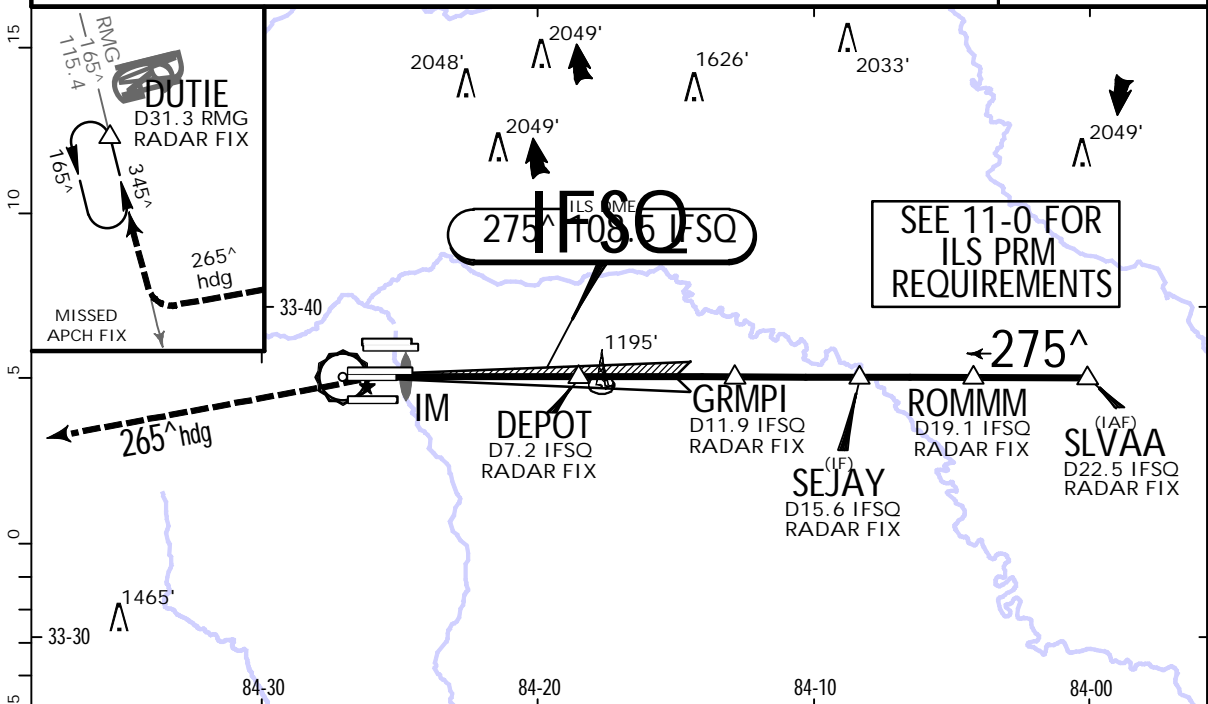
(11-16B)

ILS PRM Rwy 27L SA CAT I

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		
	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
LOC IFSQ	Final Apch Crs	DEPOT	SA CAT I ILS	Apt Elev	Ground					
108.5	275^	2800' (1801')	RA 214'	1026'	3100					
				DA(H)	MSA ARP					
				1149' (150')						
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	3.00^	372	478	531	637	743	PAPI	↑	LT	and	115.4	
										hdg	R-165	

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

RVR 14

1 Requires specific OPSPEC, MSPEC, or LOA approval.

TERPS AMEND 4 22 APR 2021

KATL/ATL

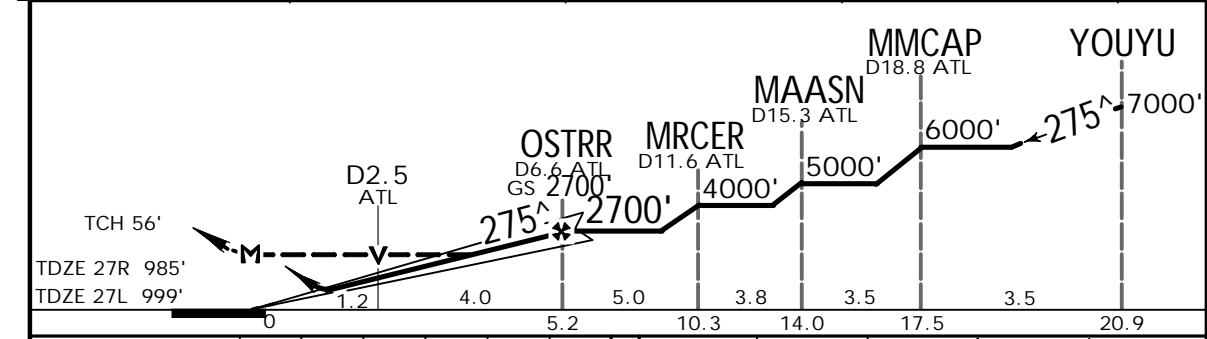
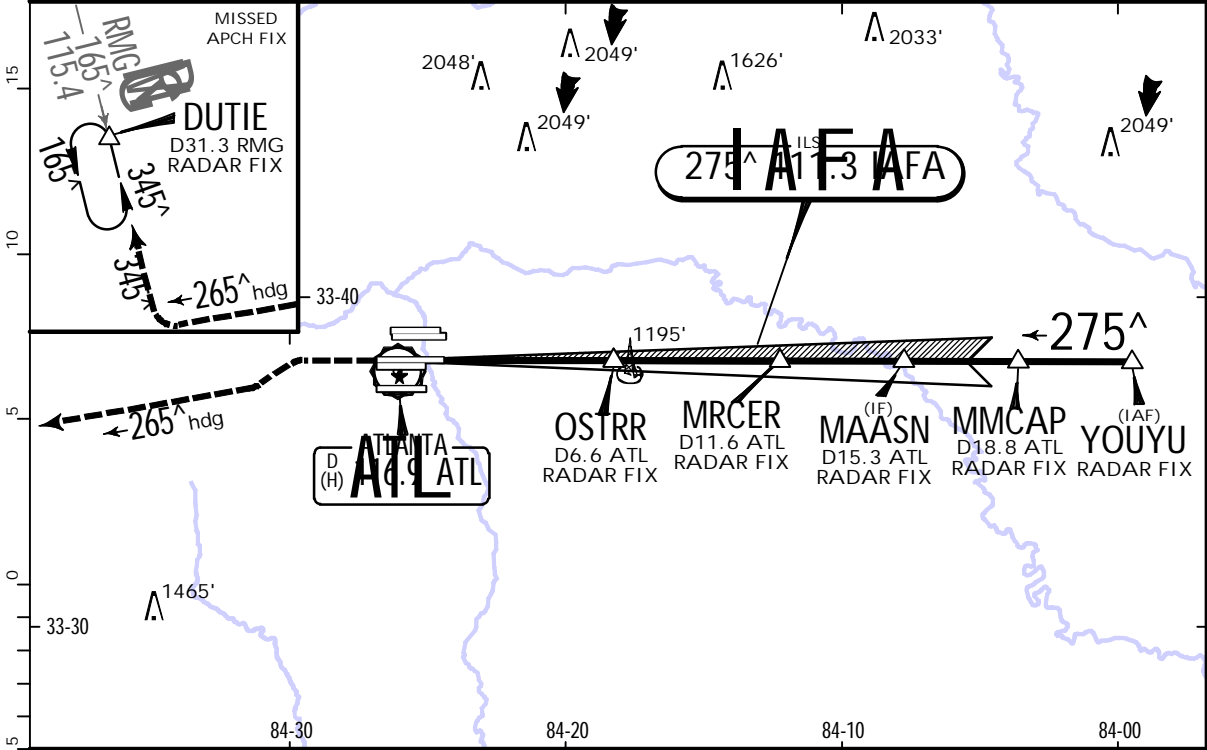
HARTSFIELD-
JACKSON ATLANTA INTL



ATLANTA, GA

17 FEB 23 (11-17) .Eff.23.Feb. ILS or LOC 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	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 IAF A 111.3	Final Apch Crs 275^	OSTRR 2700' (1715')		ILS DA(H) 1185' (200')	Apt Elev 1026'		TDZE 27R 985'		
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>MSA ARP</p>			
Alt Set: INCHES		Trans level: FL 180			Trans alt: 18000'					
DME or RADAR required. RADAR required for procedure entry.										
1. Simultaneous approach authorized. 2. VGSI and ILS glidepath not coincident (VGSI angle 3.00^/TCH 72'). 3. ALSF-II, PAPI-R on Rwy 27L.										



Gnd speed-Kts	70	90	100	120	140	160	MALS	1500'	4000'	265^ on hdg	RMG and 115.4 R-165
GS	3.00^	372	478	531	637	743		849	PAPI		
OSTRR to MAP	5.2	4:27	3:28	3:07	2:36	2:14	1:57				

TERPS AMEND 7 12 AUG 2021	STRAIGHT-IN LANDING RWY 27R				SIDESTEP LANDING RWY 27L			
	ILS DA(H) 1185' (200')		LOC (GS out) MDA(H) 1420' (435')		ILS DA(H) 1185' (200')		LOC (GS out) MDA(H) 1420' (421')	
	ALS out		ALS out		ALS out		ALS out	
	A	RVR 40 or 3/4		RVR 40 or 3/4		RVR 55 or 1		RVR 55 or 1
B	RVR 40 or 3/4		RVR 50 or 1		RVR 60 or 1/4		1 1/2	
C	RVR 40 or 3/4		RVR 50 or 1		RVR 60 or 1/4		1 1/2	
D	RVR 40 or 3/4		RVR 50 or 1		RVR 60 or 1/4		2	

KATL/ATL

HARTSFIELD-
JACKSON ATLANTA INTL



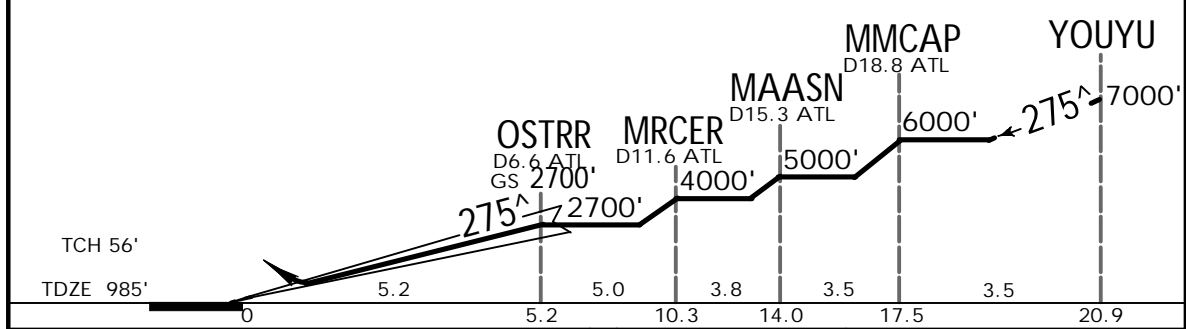
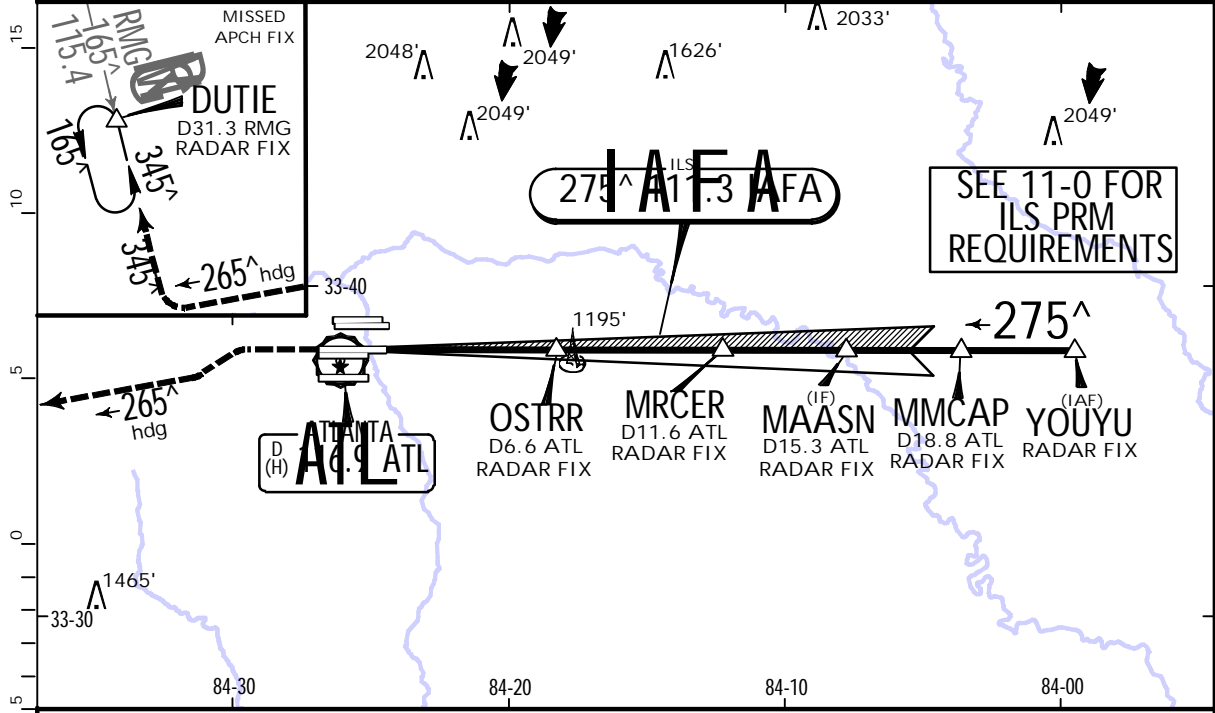
17 FEB 23 (11-18) .Eff.23.Feb.

ATLANTA, GA

ILS PRM Rwy 27R

(CLOSE PARALLEL)

D-ATIS Arrival	ATLANTA Approach (R)	ATLANTA Tower					Ground		
		Rwys 9L/27R	Rwys 8L/26R	Rwys 8R/26L	Rwys 9R/27L	Rwys 10/28	Rwys 9L/R, 27L/R	Rwys 8L/R, 26L/R	Rwys 10/28
119.65	127.9	123.85	119.1	125.325	119.3	119.5	121.75	121.9	121.65
		Monitor Frequency			132.55				
LOC IFAFA	Final Apch Crs	OSTRR	ILS DA(H)	Apt Elev 1026'					
111.3	275^	2700' (1715')	1185' (200')	TDZE 985'					
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.						3100 MSA ARP			
Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'					
DME or RADAR required. RADAR required for procedure entry.									
1. Dual VHF comm required. 2. Simultaneous approach authorized. 3. Use of Flight Director or Autopilot required during simultaneous operations. 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	MALS PAPI	1500'	4000'	265^	RMG
GS	3.00^	372	478	531	637	849		↑	LT	on	hdg

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

A	RVR 40 or 3/4
B	
C	
D	

TERPS AMEND 3 12 AUG 2021

KATL/ATL

HARTSFIELD-
JACKSON ATLANTA INTL

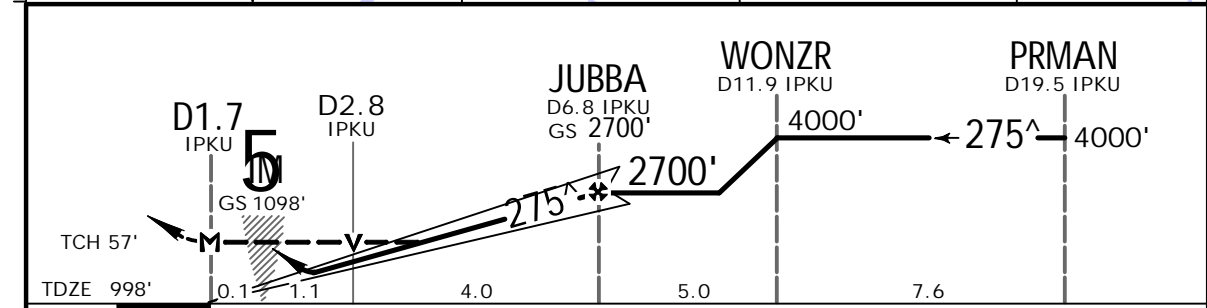
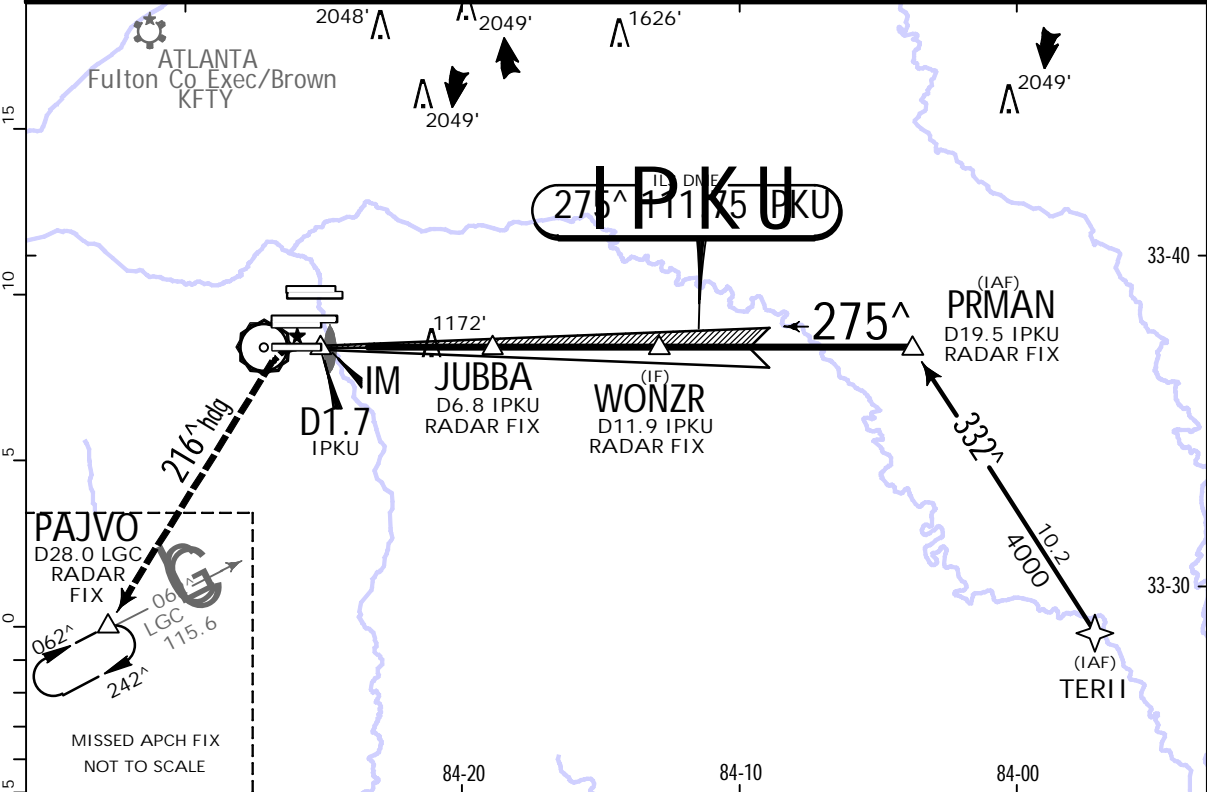


ATLANTA, GA

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 111.75	Final Apch Crs 275 [^]	JUBBA 2700' (1702')		ILS DA(H) 1198' (200')	Apt Elev 1026' TDZE 998'		<p>3100</p> <p>MSA ARP</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.											
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	3.00 [^]	372	478	531	637	743		849	↑	←	on hdg	
MAP at D1.7 IPKU or JUBBA to MAP	5.2	4:27	3:28	3:07	2:36	2:14	1:57				R-062	

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

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

KATL/ATL

HARTSFIELD-
JACKSON ATLANTA INTL

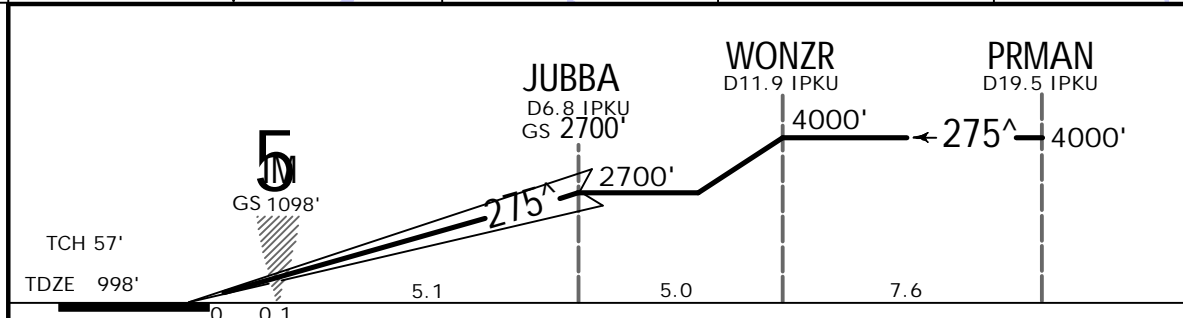
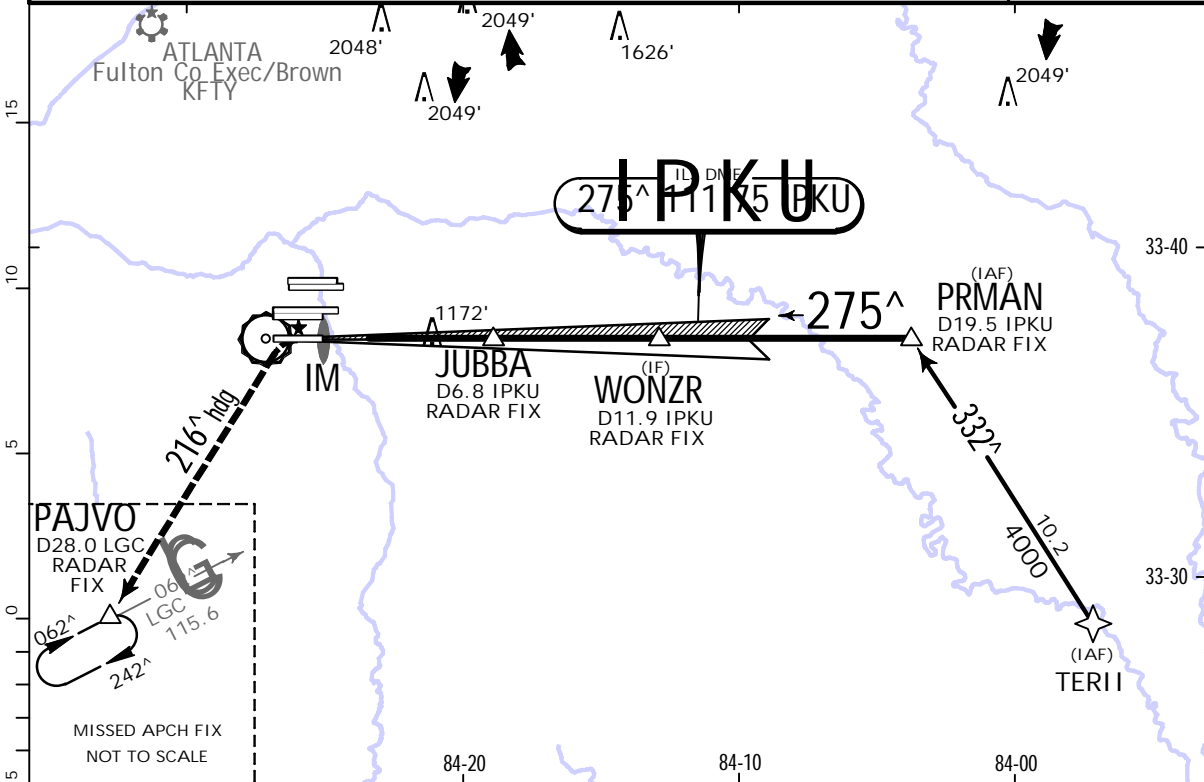


1 OCT 21 **11-19AA** .Eff.7.Oct.

ATLANTA, GA

ILS Rwy 28 CAT II

BRIEFING STRIP™	D-ATIS Arrival	ATLANTA Approach (R)	ATLANTA Tower				Ground Rwy			
	119.65	127.9	Rwys 10/28	Rwys 8L/26R	Rwys 8R/26L	Rwys 9L/27R	Rwys 9R/27L	Rwys 10/28	8L/R, 26L/R	Rwys 9L/R, 27L/R
			119.5	119.1	125.325	123.85	119.3	121.65	121.9	121.75
	LOC IPKU 111.75	Final Apch Crs 275^	JUBBA 2700' (1702')	CAT II ILS RA 188' DA(H) 1098' (100')		Apt Elev 1026'	MSA ARP			
	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.						3100			
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. 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 hdg	

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

RVR 12

KATL/ATL

HARTSFIELD-
JACKSON ATLANTA INTL



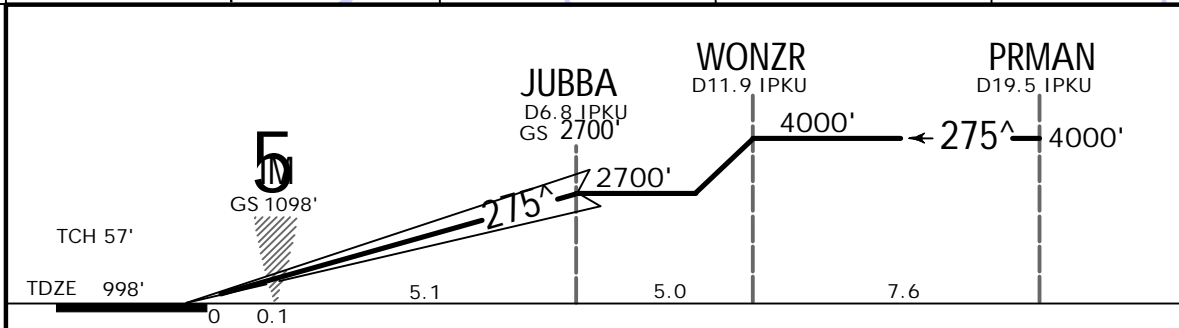
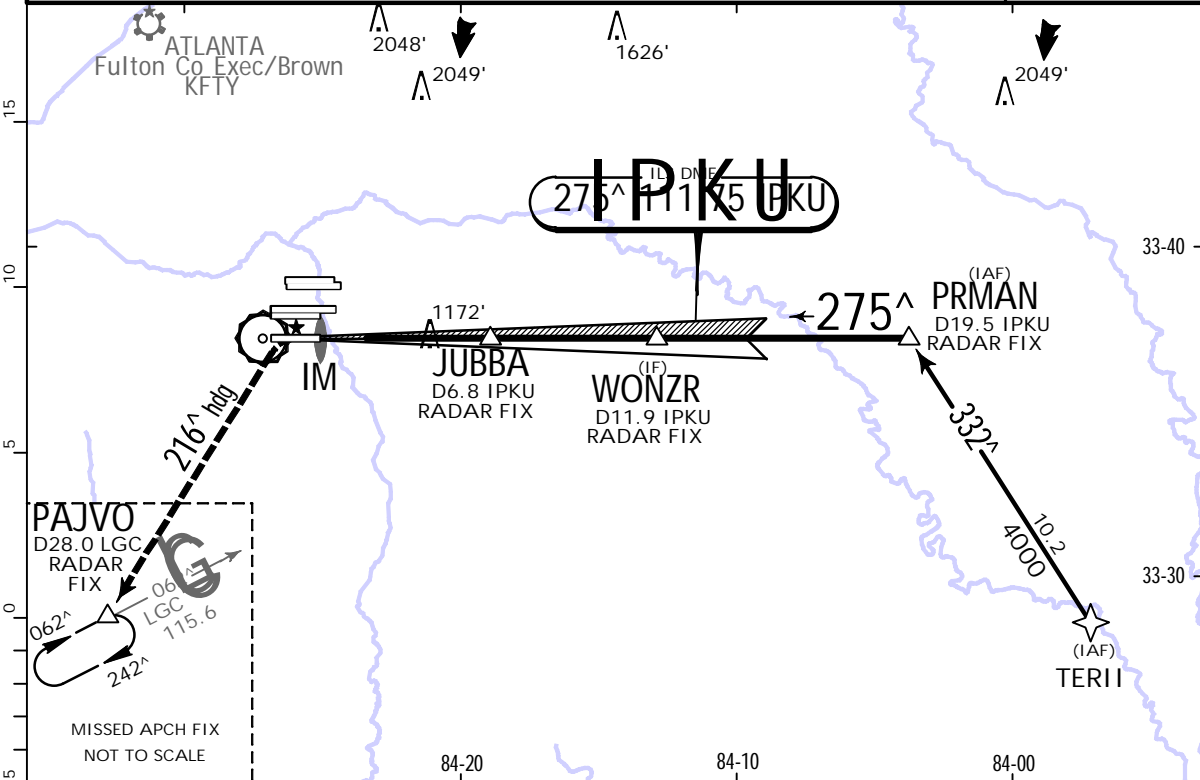
1 OCT 21
Eff. 7.Oct.

11-19BB

ATLANTA, GA

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	119.31	121.65	121.9	121.75			
	LOC IPKU 111.75	Final Apch Crs 275^	JUBBA 2700' (1702')	SA CAT I ILS RA 264' DA(H) 1148' (150')	Apt Elev 1026'	TDZE 998'							
	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. 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	3.00^	372	478	531	637	743		849	↑	←	on hdg	

.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.

KATL/ATL

HARTSFIELD-
JACKSON ATLANTA INTL



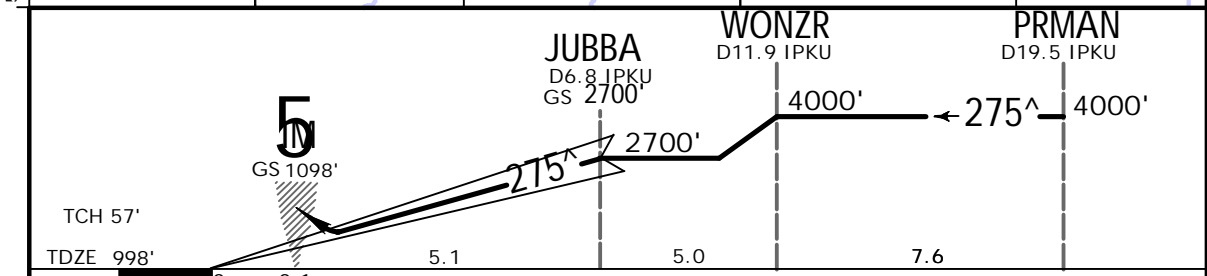
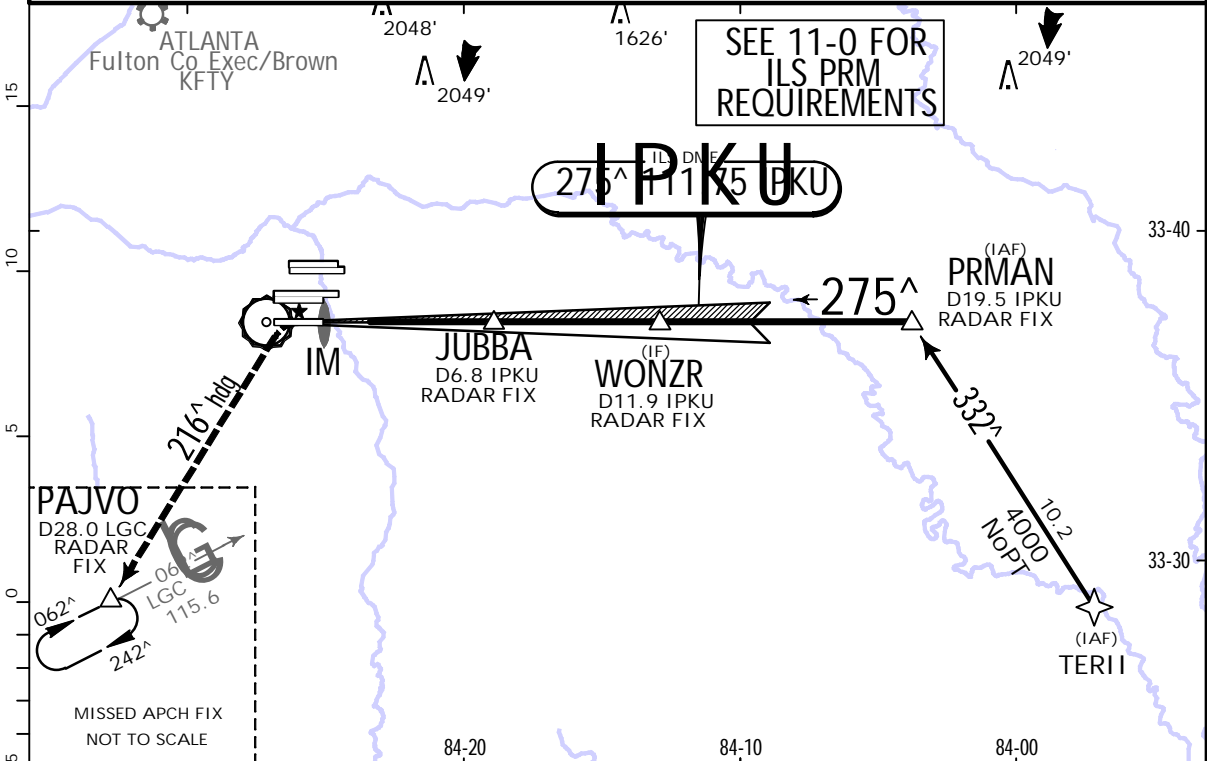
1 OCT 21 (11-20) .Eff.7.Oct.

ATLANTA, GA

ILS PRM Rwy 28

(CLOSE PARALLEL)

D-ATIS Arrival	ATLANTA Approach (R)	ATLANTA Tower					Ground		
		Rwys 10/28	Rwys 8L/26R	Rwys 8R/26L	Rwys 9L/27R	Rwys 9R/27L	Rwys 10/28	Rwys 8L/R, 26L/R	Rwys 9L/R, 27L/R
119.65	127.9	119.5	119.1	125.325	123.85	119.3	121.65	121.9	121.75
Monitor Frequency						133.425	121.65	121.9	121.75
LOC IPKU 111.75	Final Apch Crs 275 [^]	JUBBA 2700' (1702')	ILS DA(H) 1198' (200')	Apt Elev 1026'	MSA ARP 3100				
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. 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	↑	←	on	115.6	

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

KATL/ATL

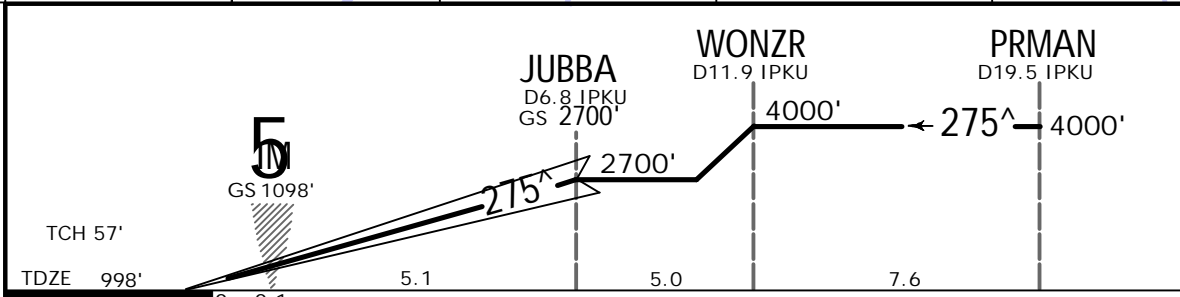
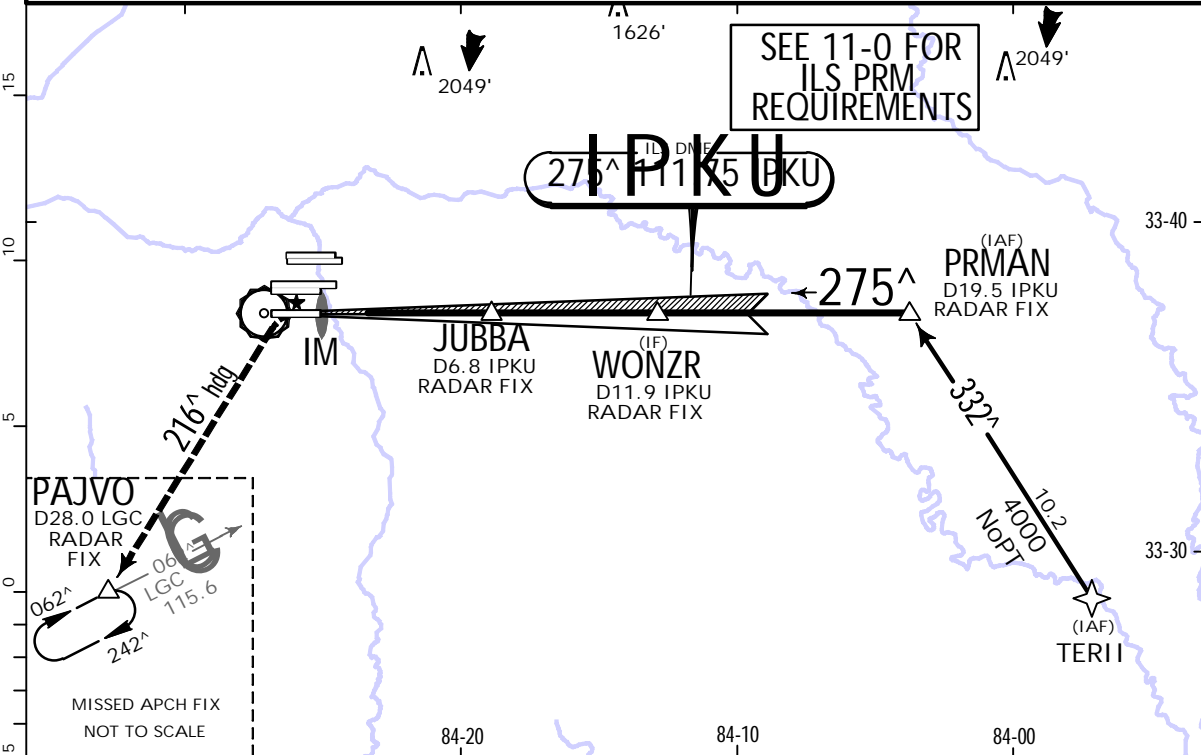
HARTSFIELD-
JACKSON ATLANTA INTL



1 OCT 21
Eff. 7.Oct. (11-20A)

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

D-ATIS Arrival	ATLANTA Approach (R)	ATLANTA Tower					Ground		
		Rwys 10/28	Rwys 8L/26R	Rwys 8R/26L	Rwys 9L/27R	Rwys 9R/27L	Rwys 10/28	Rwys 8L/R, 26L/R	Rwys 9L/R, 27L/R
119.65	127.9	119.5	119.1	125.325	123.85	119.3	121.65	121.9	121.75
Monitor Frequency 133.425									
LOC IPKU 111.75	Final Apch Crs 275^	JUBBA 2700' (1702')	CAT II ILS RA 188' DA(H) 1098' (100')		Apt Elev 1026'	MSA ARP 3100			
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 hdg	

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

RVR 12

KATL/ATL

HARTSFIELD-JACKSON ATLANTA INTL

1 OCT 21
Eff. 7 Oct.

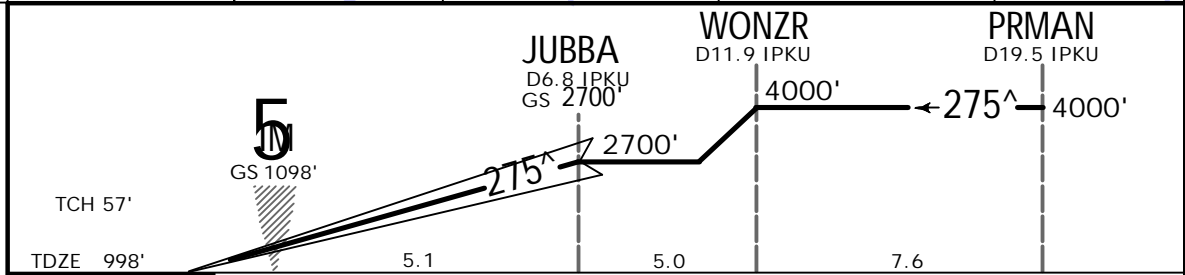
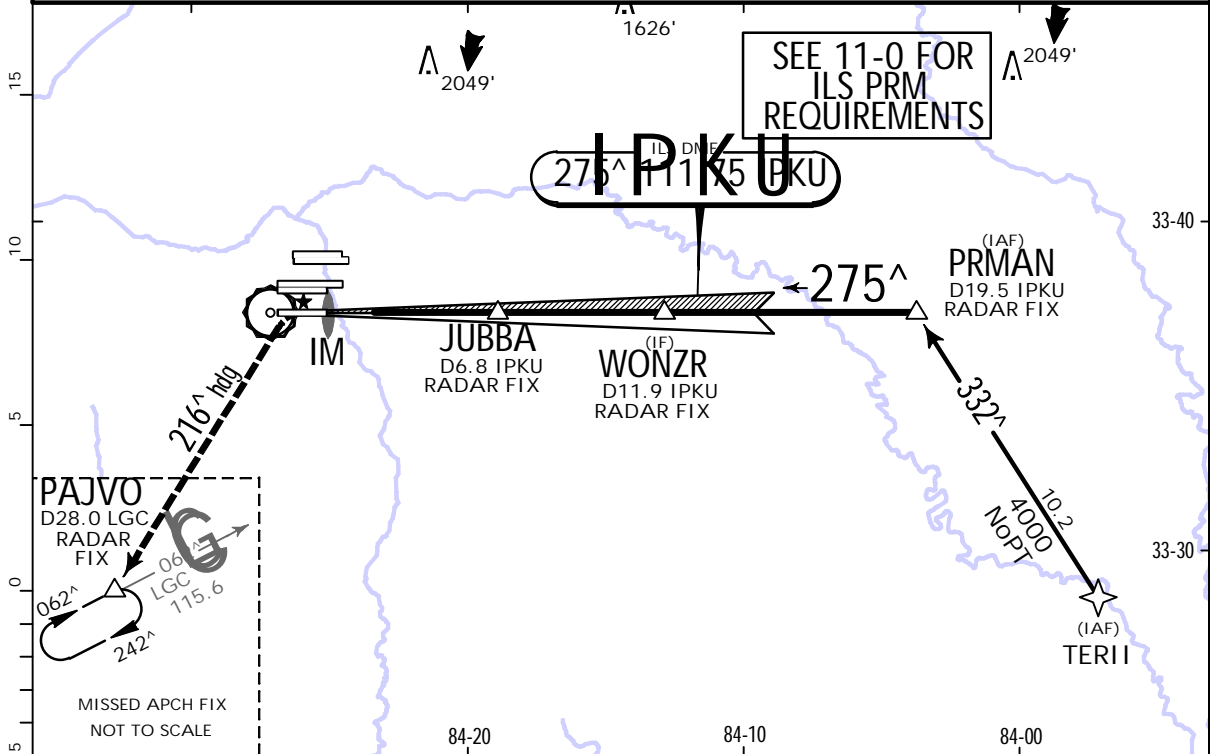


11-20B

ATLANTA, GA 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 111.75	Final Apch Crs 275 [^]	JUBBA 2700' (1702')	SA CAT I ILS RA 264'		Apt Elev 1026'	3100			
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.						MSA ARP			
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	3.00 [^]	372	478	531	637	743	PAPI	↑	←	on hdg and	115.6 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

 **JEPPESEN**
1 DEC 17
.Eff. 7 Dec. (12-0)

ATLANTA, GA

HARTSFIELD-JACKSON ATLANTA INTL

ATTENTION ALL USERS OF RNAV PRECISION RUNWAY MONITOR (PRM)

RNAV (GPS) PRM Rwy 8R, 9L, 9R, 26L, 27L, 27R

RNAV (GPS) PRM Y Rwy 8L, 26R, 10, 28

(SIMULTANEOUS CLOSE PARALLEL)

Pilots who are unable to participate will be afforded appropriate arrival services as operational conditions permit and must notify the controlling 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

JEPPESSEN
20 OCT 17 (12-1)

ATLANTA, GA

RNAV (GPS) Y Rwy 8L

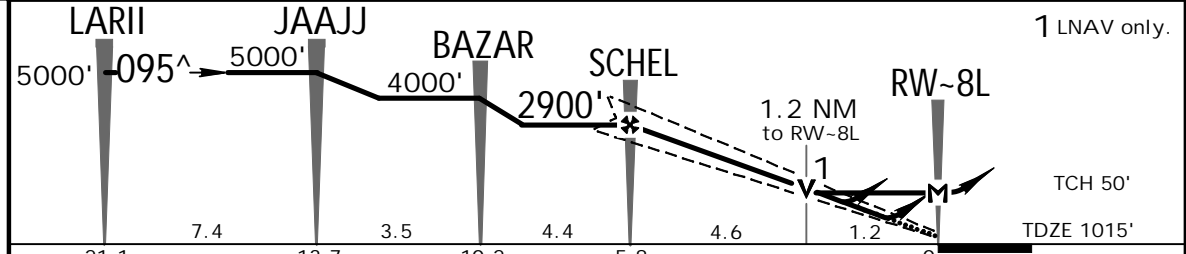
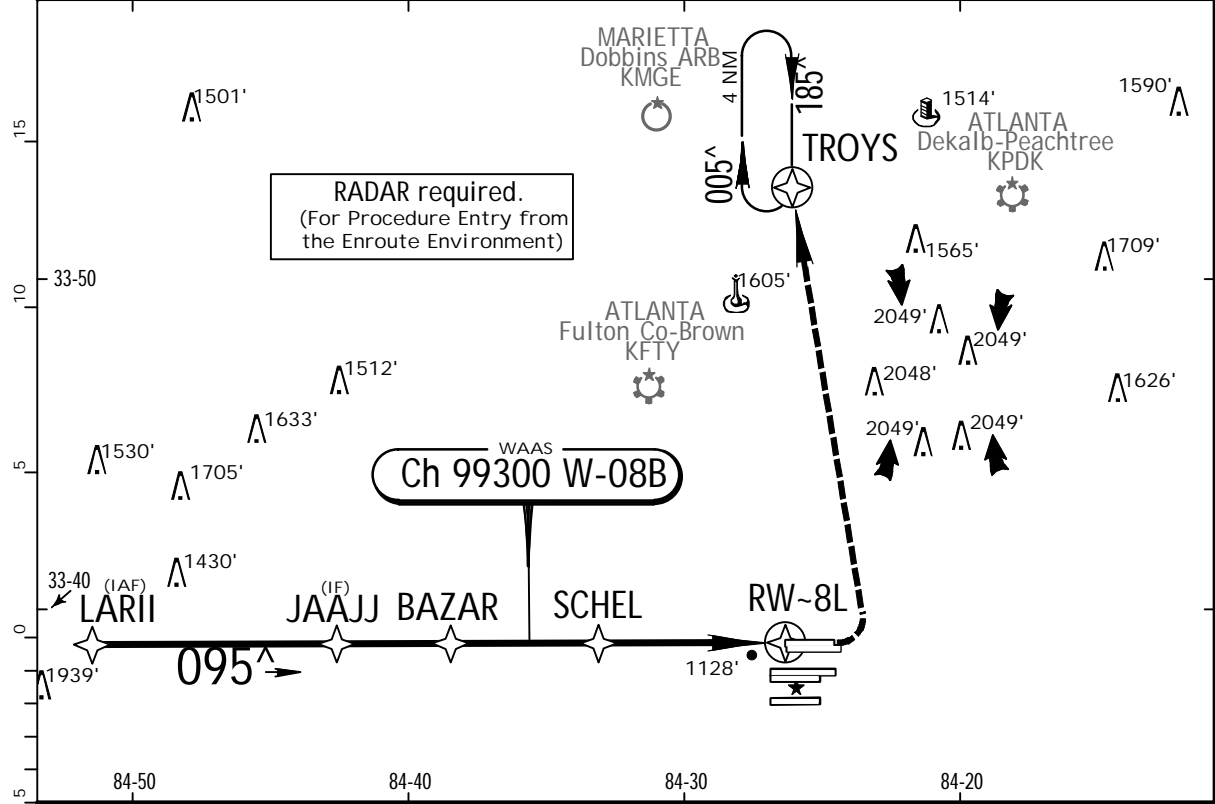
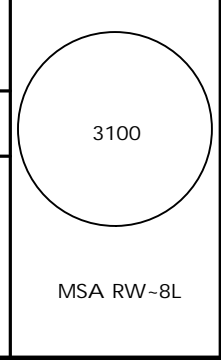
D-ATIS Arrival	ATLANTA Approach (R)	ATLANTA Tower					Ground		
119.65	127.9	Rwys 8L/26R	Rwys 8R/26L	Rwys 9L/27R	Rwys 9R/27L	Rwys 10/28	Rwys 8L/R, 26L/R	Rwys 9L/R, 27L/R	Rwys 10/28
119.65	127.9	119.1	125.325	123.85	119.3	119.5	121.9	121.75	121.65

WAAS Ch 99300 W-08B	Final Apch Crs 095[^]	Minimum Alt SCHEL 2900' (1885')	LPV DA(H) 1215' (200')	Apt Elev 1026' TDZE 1015'
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MISSED APCH: Climb to 1500' then climbing LEFT turn to 3500' direct TROYS and hold.

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

1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -7°C (20°F) or above 54°C (130°F). 2. DME/DME RNP-0.30 not authorized. 3. Simultaneous approach authorized with Rwy 9L or 9R or 10, or Rwys 9L and 10. 4. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations. 5. LNAV procedure not authorized during simultaneous operations. 6. VGSI and RNAV glidepath not coincident. 7. Helicopter visibility reduction below RVR 40 not authorized.



Gnd speed-Kts	70	90	100	120	140	160	ALSIF-II	1500'	3500'	TROYS
Glide Path Angle	3.00 [^]	372	478	531	637	743				
LPV, LNAV/VNAV: MAP at DA										
LNAV: MAP at RW-8L										

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

TERPS AMEND 4A 12 OCT 2017

KATL/ATL ATLANTA, GA

HARTSFIELD-JACKSON ATLANTA INTL 20 OCT 17 (12-1A) RNAV (GPS) PRM Y Rwy 8L
 (SIMULTANEOUS CLOSE PARALLEL)

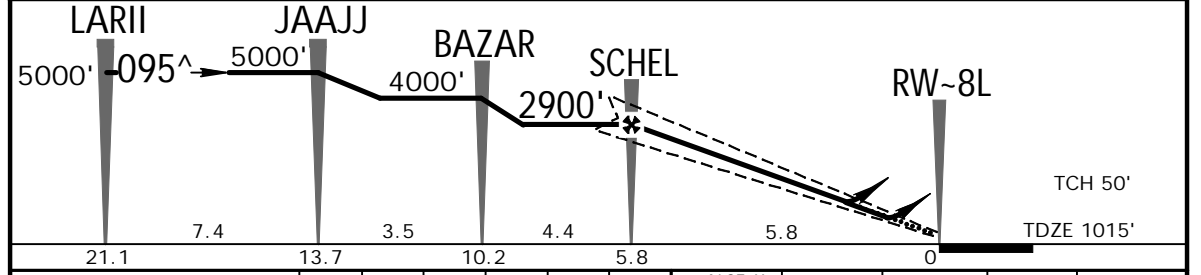
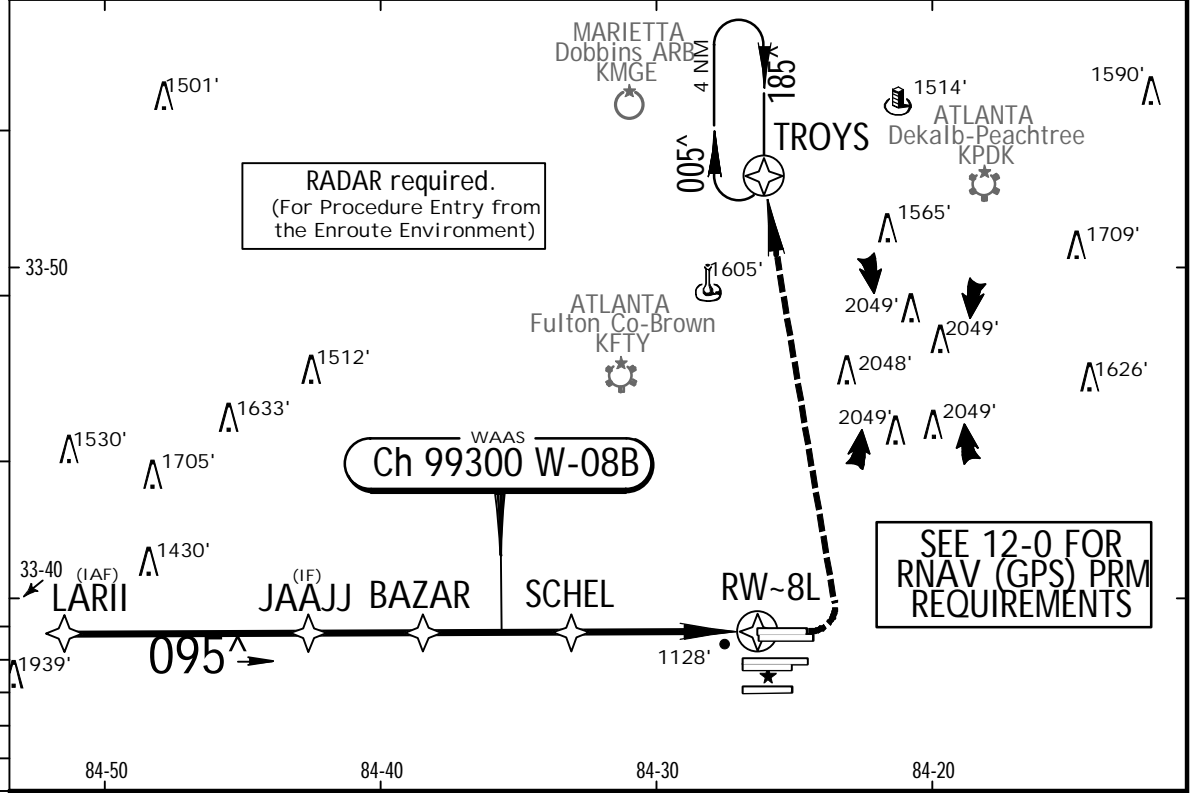
D-ATIS Arrival	ATLANTA Approach (R)	ATLANTA Tower					Ground		
119.65	127.9	Rwys 8L/26R 119.1	Rwys 8R/26L 125.325	Rwys 9L/27R 123.85	Rwys 9R/27L 119.3	Rwys 10/28 119.5	Rwys 8L/R, 26L/R 121.9	Rwys 9L/R, 27L/R 121.75	Rwys 10/28 121.65
Monitor Frequency 126.9									

WAAS Ch 99300 W-08B	Final Apch Crs 095[^]	Minimum Alt SCHEL 2900' (1885')	LPV DA(H) 1215' (200')	Apt Elev 1026'	<div style="border: 1px solid black; border-radius: 50%; width: 60px; height: 60px; margin: 0 auto; display: flex; align-items: center; justify-content: center;">3100</div>
MISSED APCH: Climb to 1500' then climbing LEFT turn to 3500' direct TROYS and hold.					MSA RW-8L

BRIEFING STRIP™

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 9L or 9R or 10, or Rwy 9L and 10, or Rwy 9R 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 8L			
	LPV DA(H) 1215' (200')	ALS out	LNAV/VNAV DA(H) 1404' (389')	ALS out

	TDZ/CL out	ALS out	ALS out	ALS out
A				
B	RVR 18 or 1/2	RVR 24 or 1/2	RVR 40 or 3/4	RVR 45 or 7/8
C				1 1/4
D				

KATL/ATL
HARTSFIELD-
JACKSON ATLANTA INTL



ATLANTA, GA
RNAV (GPS) Rwy 8R

2 NOV 18 (12-2)

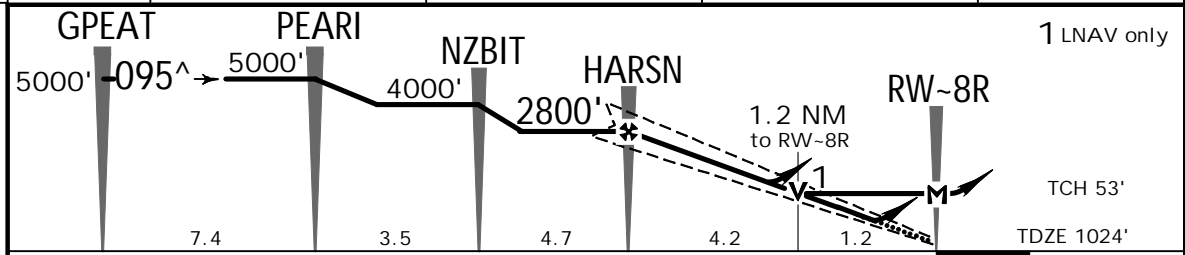
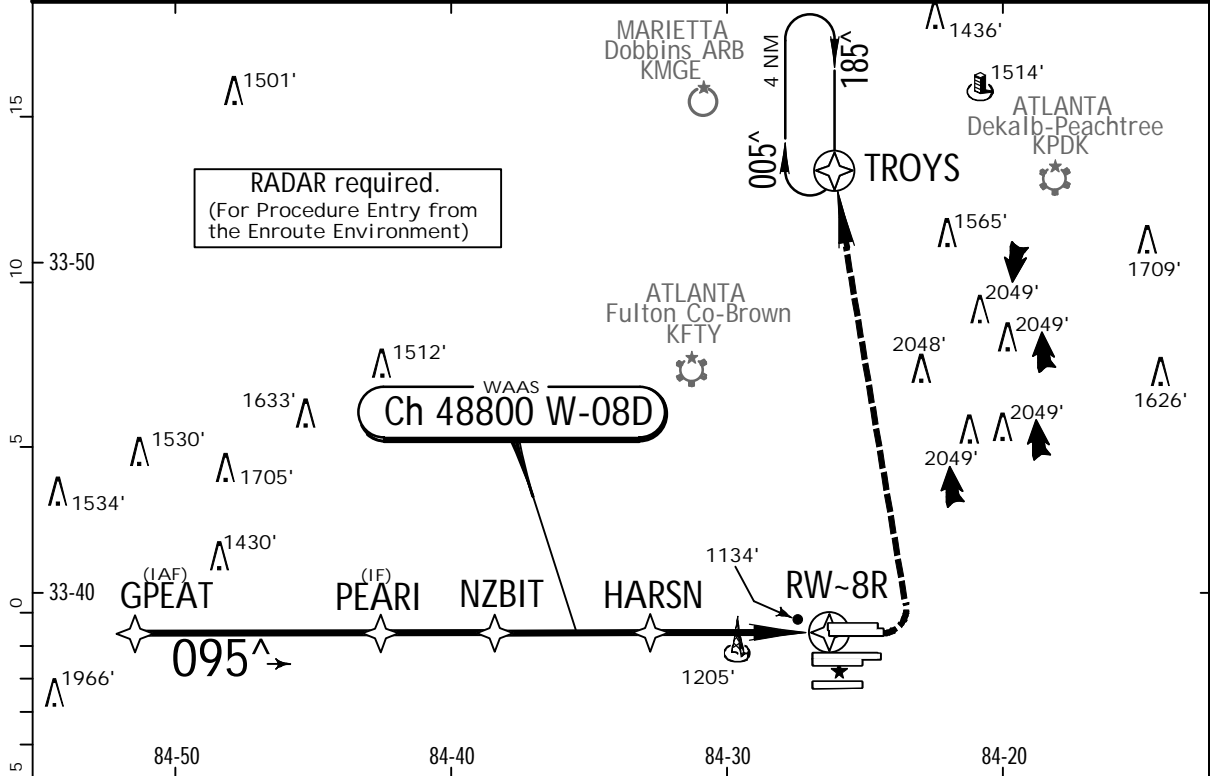
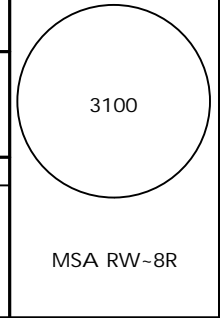
D-ATIS Arrival	ATLANTA Approach (R)	ATLANTA Tower			Ground Rwy				
119.65	127.9	Rwys 8R/26L	Rwys 8L/26R	Rwys 9L/27R	Rwys 9R/27L	Rwys 10/28	Rwys 8L/R, 26L/R	Rwys 9L/R, 27L/R	Rwys 10/28
		125.325	119.1	123.85	119.3	119.5	121.9	121.75	121.65

WAAS Ch 48800 W-08D	Final Apch Crs 095 [^]	Minimum Alt HARSN 2800' (1776')	LPV DA(H) 1282' (258')	Apt Elev 1026'
				TDZE 1024'

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

RNP Apch	Alt Set: INCHES	Trans level: FL 180	Trans alt: 18000'
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1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -7°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.



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					
LPV, LNAV/VNAV: MAP at DA											
LNAV: MAP at RW-8R											

.TERPS.			STRAIGHT-IN LANDING RWY 8R		
LPV DA(H) 1282' (258')		LNAV/VNAV DA(H) 1516' (492')		LNAV MDA(H) 1480' (456')	
RVR 40 or 3/4		1 3/8		RVR 55 or 1/4	
				1 3/8	

TERPS AMEND 4A 18 SEP 2014

KATL/ATL
HARTSFIELD-
JACKSON ATLANTA INTL

JEPPESSEN
 2 NOV 18 (12-2A)

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

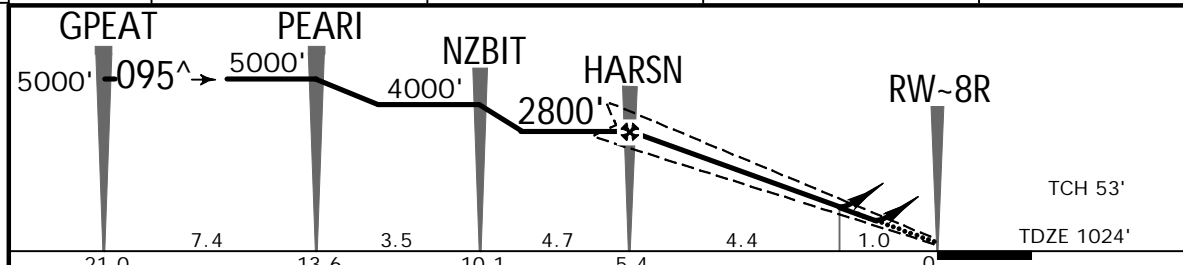
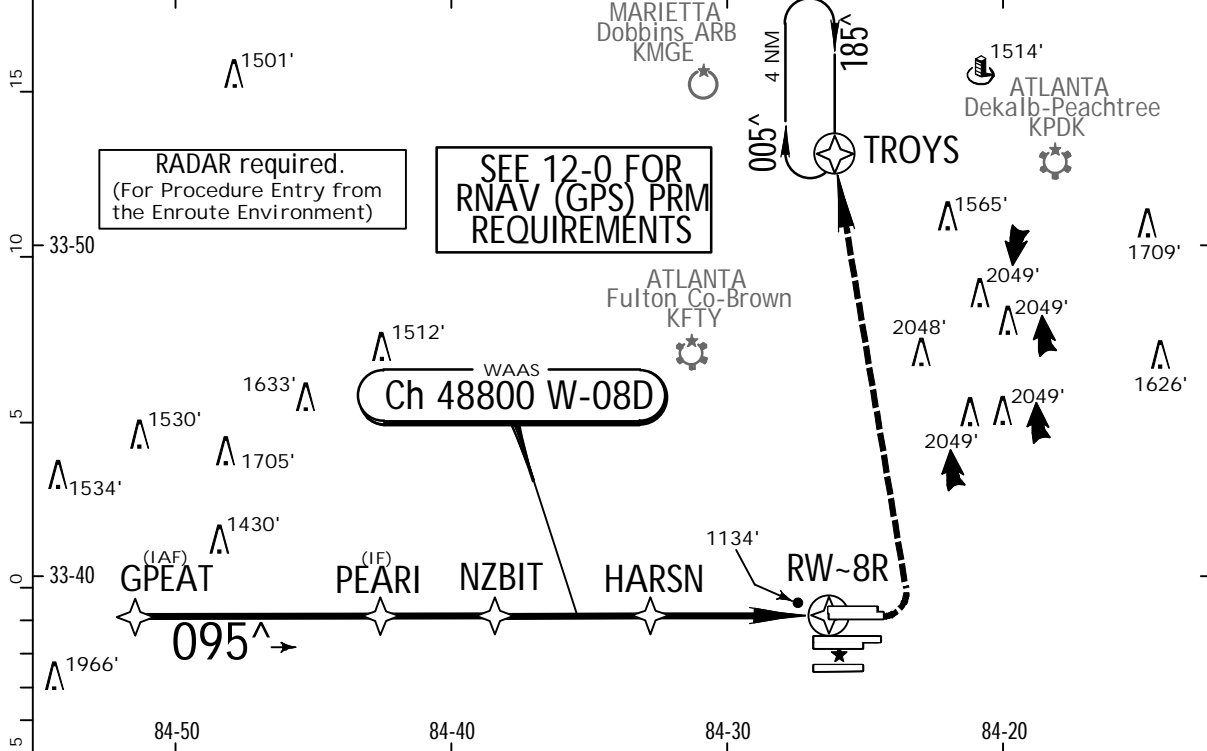
D-ATIS Arrival	ATLANTA Approach (R)	ATLANTA Tower					Ground		
119.65	127.9	Rwys 8R/26L 125.325	Rwys 8L/26R 119.1	Rwys 9L/27R 123.85	Rwys 9R/27L 119.3	Rwys 10/28 119.5	Rwys 8L/R, 26L/R 121.9	Rwys 9L/R, 27L/R 121.75	Rwys 10/28 121.65
Monitor Frequency						126.9			

BRIEFING STRIP™

WAAS Ch 48800 W-08D	Final Apch Crs 095 [^]	Minimum Alt HARSN 2800' (1776')	LPV DA(H) 1282' (258')	Apt Elev 1026'	3100 MSA RW-8R
MISSED APCH: Climb to 1500' then climbing LEFT turn to 3500' direct TROYS and hold.					

RNP Apch 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 9L or 9R or 10, or Rwys 9L and 10, or Rwys 9R 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 or above 54°C. 5. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations. 6. VGSI and RNAV glidepath not coincident.



Gnd speed-Kts	70	90	100	120	140	160	PAPI-L	1500'	3500'	TROYS
Glide Path Angle	3.00 [^]	372	478	531	637	849				
MAP at DA										

TERPS. STRAIGHT-IN LANDING RWY 8R

LPV DA(H) 1282' (258')	LNAV/VNAV DA(H) 1516' (492')
------------------------	------------------------------

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

TERPS AMEND OA 18 SEP 2014

KATL/ATL
HARTSFIELD-
JACKSON ATLANTA INTL



20 MAR 20 (12-3)

ATLANTA, GA
RNAV (GPS) Rwy 9L

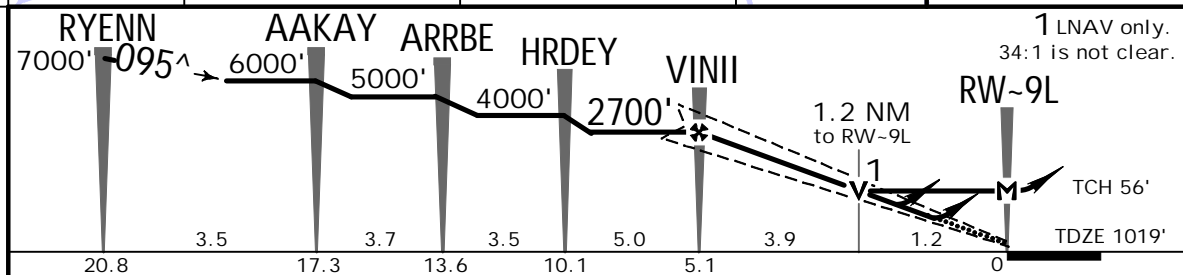
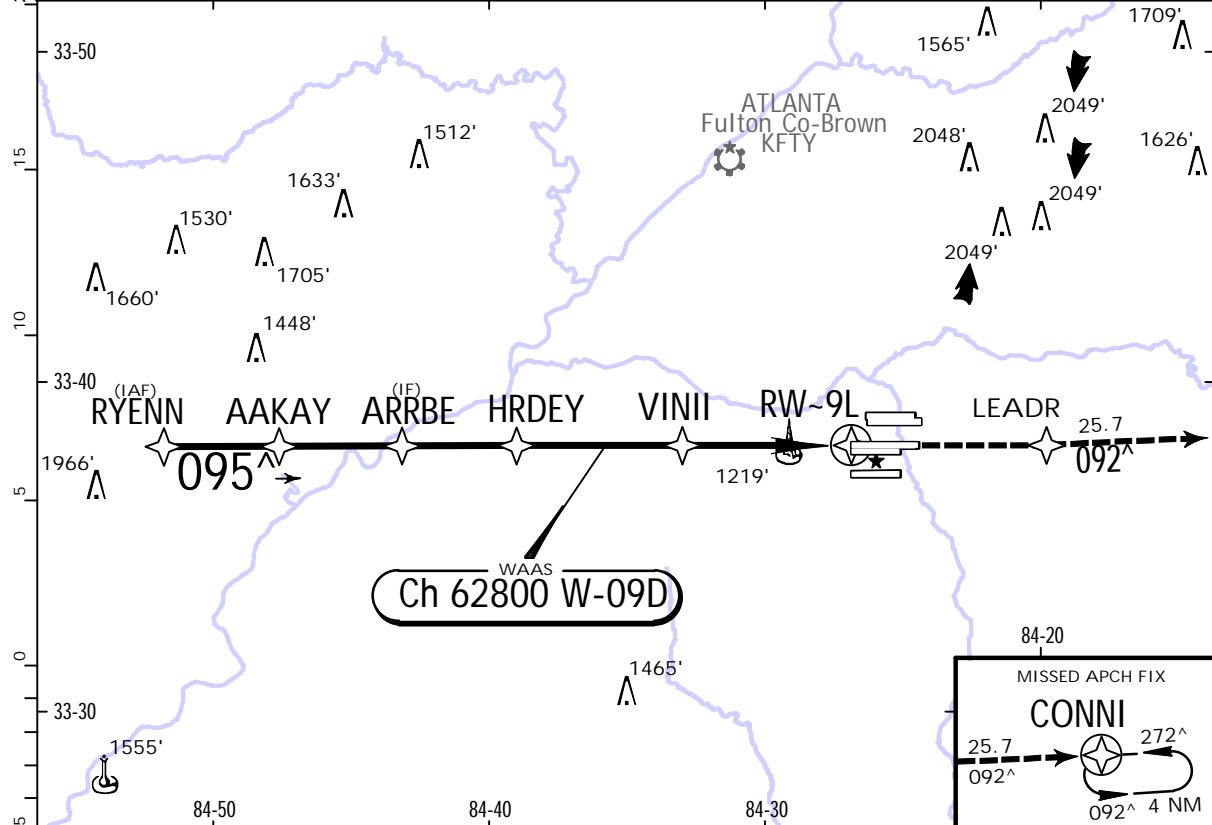
D-ATIS Arrival	ATLANTA Approach (R)	Rwys 9L/27R	Rwys 8L/26R	ATLANTA Tower Rwys 8R/26L	Rwys 9R/27L	Rwys 10/28	Rwys 9L/R, 27L/R	Ground Rwys 8L/R, 26L/R	Rwys 10/28
119.65	127.9	123.85	119.1	125.325	119.3	119.5	121.75	121.9	121.65

BRIEFING STRIP™

WAAS Ch 62800 W-09D	Final Apch Crs 095[^]	VINII 2700' (1681')	LPV DA(H) 1359' (340')	Apt Elev 1026' TDZE 1019'	3100 MSA RW-9L
MISSED APCH: Climb to 4000' direct LEADR and on track 092 [^] to CONNI and hold.					

RNP Apch	Alt Set: INCHES	Trans level: FL 180	Trans alt: 18000'
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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').



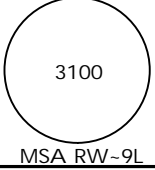
Gnd speed-Kts	70	90	100	120	140	160	PAPI-R	4000'	LEADR
Glide Path Angle	3.00 [^]	372	478	531	637	849			
LPV, LNAV/VNAV: MAP at DA									
LNAV: MAP at RW-9L									

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

KATL/ATL
HARTSFIELD-
JACKSON ATLANTA INTL

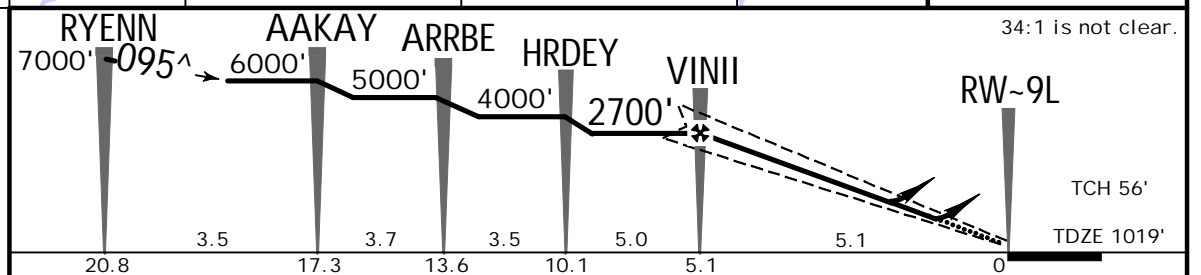
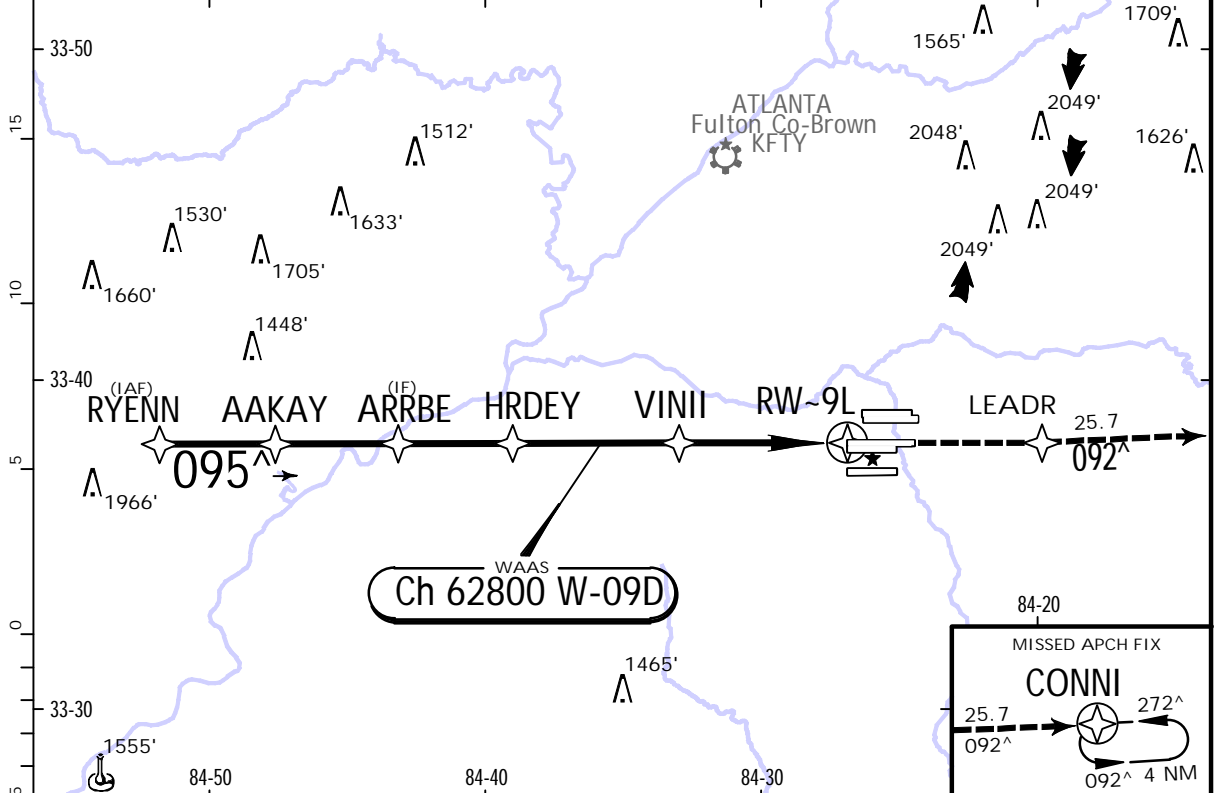
JEPPESEN
 20 MAR 20 **(12-3A)** **RNAV (GPS) PRM Rwy 9L**
 ATLANTA, GA
 (SIMULTANEOUS CLOSE PARALLEL)

D-ATIS Arrival	ATLANTA Approach (R)	ATLANTA Tower					Ground		
119.65	127.9	Rwys 9L/27R 123.85	Rwys 8L/26R 119.1	Rwys 8R/26L 125.325	Rwys 9R/27L 119.3	Rwys 10/28 119.5	Rwys 9L/R, 27L/R 121.75	Rwys 8L/R, 26L/R 121.9	Rwys 10/28 121.65
Monitor Frequency 132.55									

WAAS Ch 62800 W-09D	Final Apch Crs 095[^]	VINII 2700' (1681')	LPV DA(H) 1359' (340')	Apt Elev 1026' TDZE 1019'	
MISSED APCH: Climb to 4000' direct LEADR and on track 092 [^] to CONNI and hold.					

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

1. Dual VHF comm required. 2. Simultaneous approach authorized. 3. Use of Flight Director or Autopilot required during simultaneous operations. 4. See additional requirements on Additional All User Page. 5. See 12-1 for "Attention All Users of RNAV Precision Runway Monitor (PRM)". 6. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -7°C or above 54°C. 7. 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 DA										

TERPS.		STRAIGHT-IN LANDING RWY 9L	
LPV DA(H) 1359' (340')		LNAV/VNAV DA(H) 1405' (386')	
A			
B			
C	RVR 50 or 1		RVR 60 or 1/4
D			

KATL/ATL
HARTSFIELD-
JACKSON ATLANTA INTL



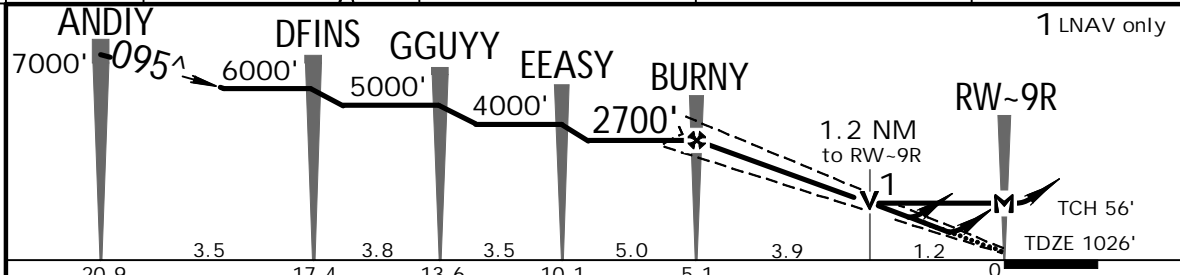
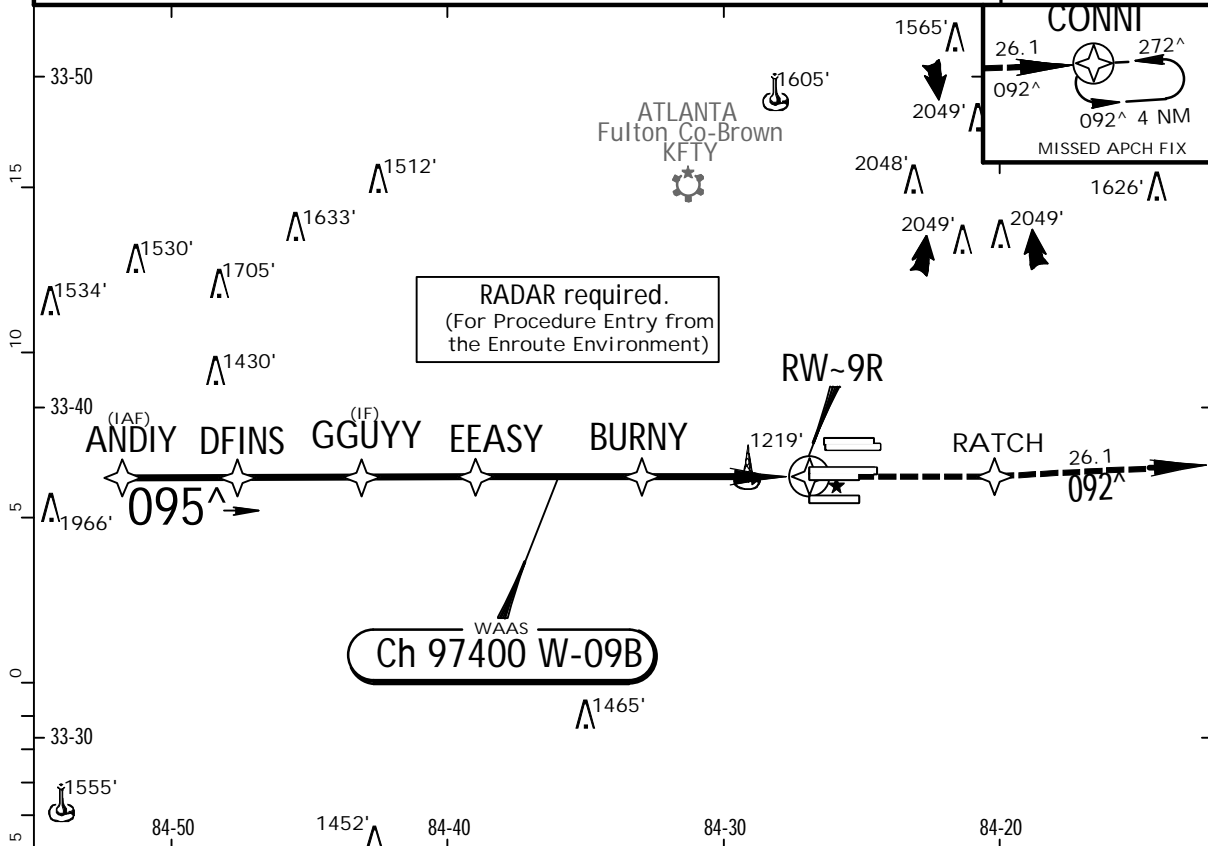
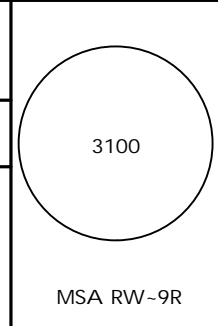
20 OCT 17 **12-4**

ATLANTA, GA
RNAV (GPS) Rwy 9R

D-ATIS Arrival	ATLANTA Approach (R)	ATLANTA Tower				Ground			
119.65	127.9	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
		119.3	119.1	125.325	123.85	119.5	121.75	121.9	121.65

BRIEFING STRIP

WAAS Ch 97400 W-09B	Final Apch Crs 095[^]	Minimum Alt BURNY 2700' (1674')	LPV DA(H) 1226' (200')	Apt Elev 1026' TDZE 1026'
MISSED APCH: Climb to 4000' direct RATCH and on track 092 [^] to CONNI and hold.				
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'	PAPI	RATCH
Glide Path Angle	3.00 [^]	372	478	531	637	743				
LPV, LNAV/VNAV: MAP at DA										
LNAV: MAP at RW-9R										

TERPS AMEND 4B 12 OCT 2017

TERPS							STRAIGHT-IN LANDING RWY 9R			
LPV DA(H) 1226' (200')			LNAV/VNAV DA(H) 1403' (377')			LNAV 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			RVR 45 or 7/8	1 3/8			
C										
D										

KATL/ATL
HARTSFIELD-
JACKSON ATLANTA INTL



20 OCT 17 (12-4A)

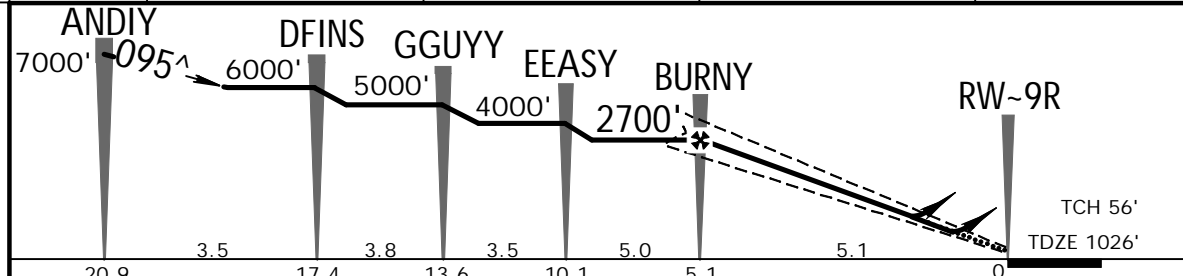
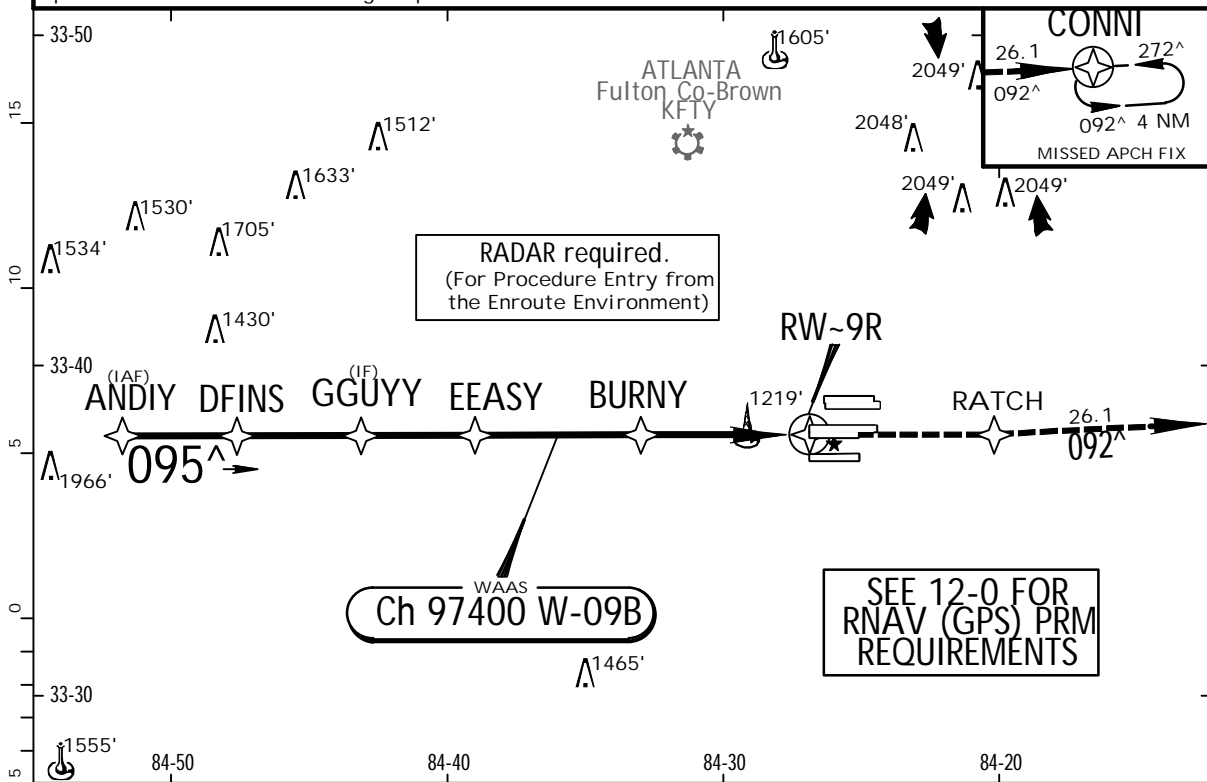
ATLANTA, GA
RNAV (GPS) PRM Rwy 9R
 (SIMULTANEOUS CLOSE PARALLEL)

D-ATIS Arrival	ATLANTA Approach (R)	ATLANTA Tower					Ground		
119.65	127.9	Rwys 9R/27L 119.3	Rwys 8L/26R 119.1	Rwys 8R/26L 125.325	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
Monitor Frequency 132.55									

WAAS Ch 97400 W-09B	Final Apch Crs 095^	Minimum Alt BURNY 2700' (1674')	LPV DA(H) 1226' (200')	Apt Elev 1026'	3100
MISSED APCH: Climb to 4000' direct RATCH and on track 092^ to CONNI and hold.					
MSA RW-9R					

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

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



Gnd speed-Kts	70	90	100	120	140	160	ALSIF-II 4000'	PAPI	RATCH
Glide Path Angle	3.00^	372	478	531	637	849			
LPV, LNAV/VNAV: MAP at DA									

TERPS AMEND 0A 12 OCT 2017	.TERPS. STRAIGHT-IN LANDING RWY 9R				
	LPV DA(H) 1226' (200')		LNAV/VNAV DA(H) 1403' (377')		
	TDZ/CL out		ALS out		ALS out
	A	RVR 18 or 1/2	RVR 24 or 1/2	RVR 40 or 3/4	RVR 40 or 3/4
B					
C					
D					

KATL/ATL
HARTSFIELD-
JACKSON ATLANTA INTL



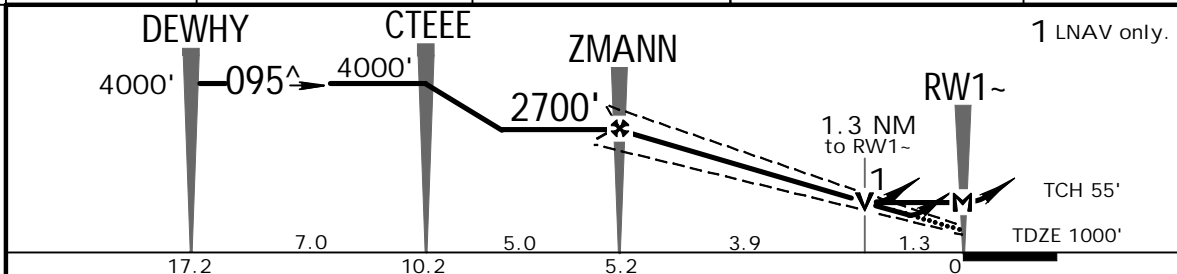
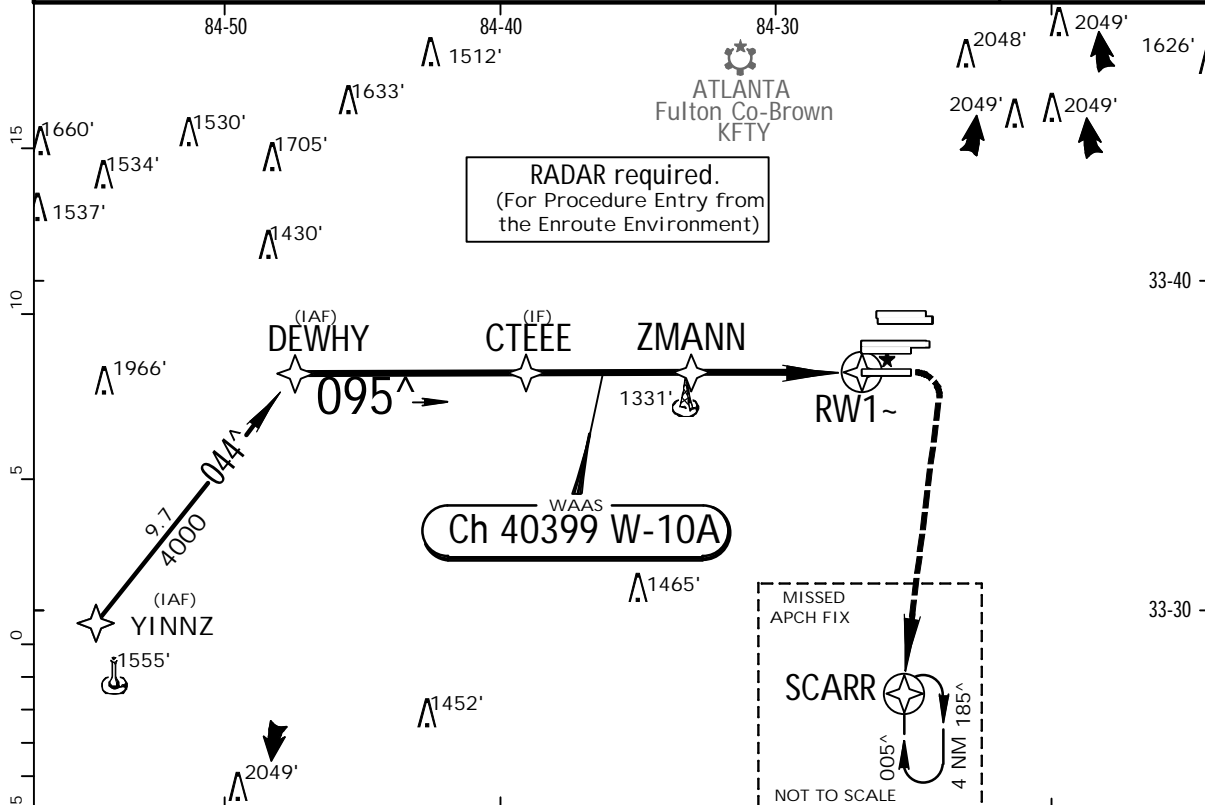
ATLANTA, GA
RNAV (GPS) Y Rwy 10

15 JUN 18 (12-5)

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 Ch 40399 W-10A	Final Apch Crs 095^	Minimum Alt ZMANN 2700' (1700')	LPV DA(H) 1200' (200')	Apt Elev 1026' TDZE 1000'	<p>3100</p> <p>MSA RW1-</p>
MISSED APCH: Climb to 1500' then climbing RIGHT turn to 3000' direct SCARR and hold.					
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -7°C (20°F) or above 54°C (130°F). 2. DME/DME RNP-0.30 not authorized. 3. Simultaneous approach authorized with Rwy 8L or 8R or 9L, or Rwy 8L and 9L. 4. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations. 5. LNAV procedure not authorized during simultaneous operations.					



Gnd speed-Kts	70	90	100	120	140	160		1500'	3000'	
Glide Path Angle	3.00^	372	478	531	637	743		849		
LPV, LNAV/VNAV: MAP at DA										
LNAV: MAP at RW1-										

TERPS AMEND 4A 12 OCT 2017	.TERPS.		STRAIGHT-IN LANDING RWY 10			
	LPV DA(H) 1200' (200')		LNAV/VNAV DA(H) 1455' (455')		LNAV MDA(H) 1480' (480')	
	TDZ/CL out		ALS out		ALS out	
	A	RVR 18 or 1/2	RVR 24 or 1/2	RVR 40 or 3/4	RVR 55 or 1/4	1 1/2
B						RVR 50 or 1
C						RVR 50 or 1
D						1 3/8

CHANGES: PAPI added, chart format.

KATL/ATL
HARTSFIELD-
JACKSON ATLANTA INTL



ATLANTA, GA

15 JUN 18

(12-5A)

RNAV (GPS) PRM Y Rwy 10

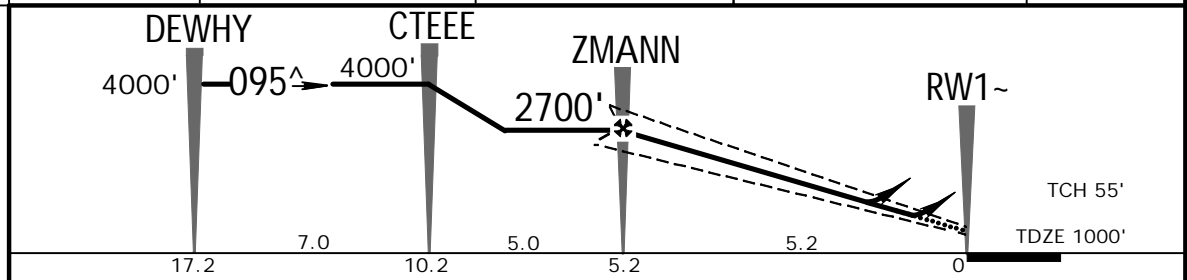
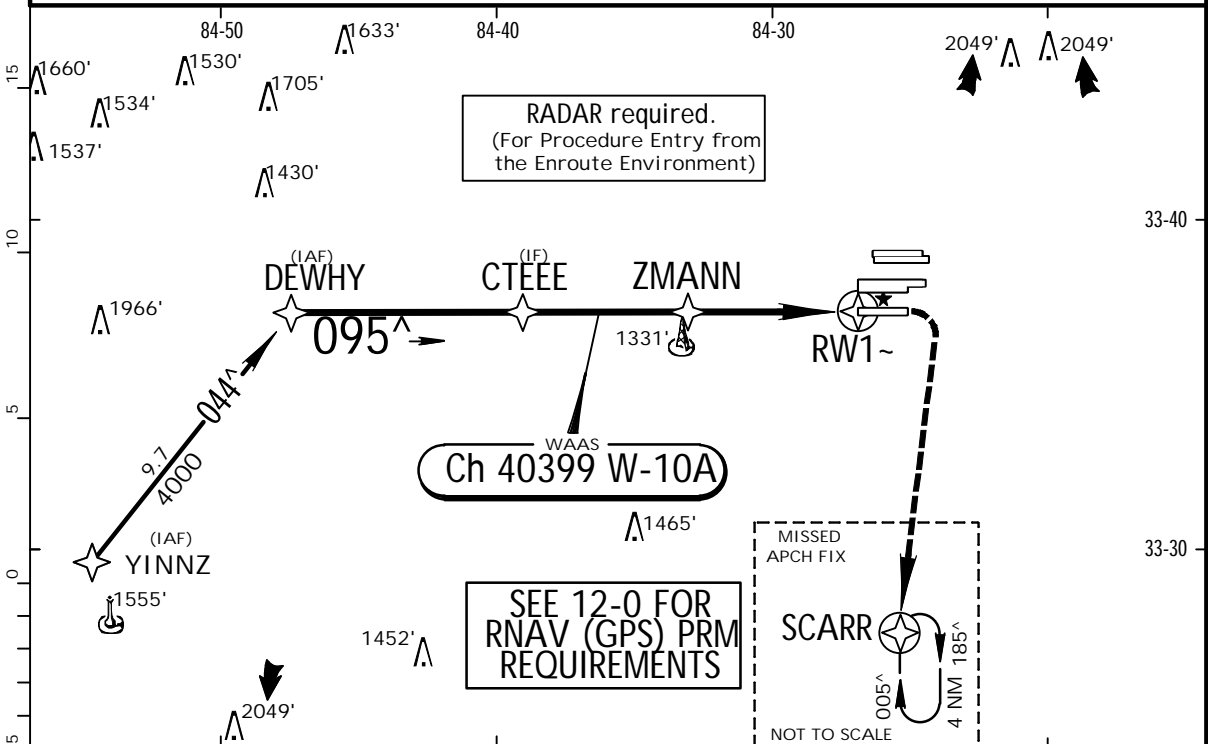
(SIMULTANEOUS CLOSE PARALLEL)

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

WAAS Ch 40399 W-10A	Final Apch Crs 095[^]	Minimum Alt ZMANN 2700' (1700')	LPV DA(H) 1200' (200')	Apt Elev 1026' TDZE 1000'	3100 MSA RW1~
MISSED APCH: Climb to 1500' then climbing RIGHT turn to 3000' direct SCARR and hold.					

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'
 1. Dual VHF comm required. 2. Simultaneous close parallel approach authorized with ILS PRM and RNAV PRM Rwy 8L or 8R or 9L or 9R, or Rwy 8L and 9L, or Rwy 8L and 9R, or Rwy 8R and 9L, or Rwy 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										

.TERPS. STRAIGHT-IN LANDING RWY 10

	LPV DA(H) 1200' (200')	LNAV/VNAV DA(H) 1455' (455')	
	IDZ/CL out	ALS out	ALS out
A			
B	RVR 18 or 1/2	RVR 24 or 1/2	RVR 40 or 3/4
C			RVR 55 or 1/4
D			1 1/2

TERPS AMEND DA 12 OCT 2017

KATL/ATL
HARTSFIELD-
JACKSON ATLANTA INTL



ATLANTA, GA

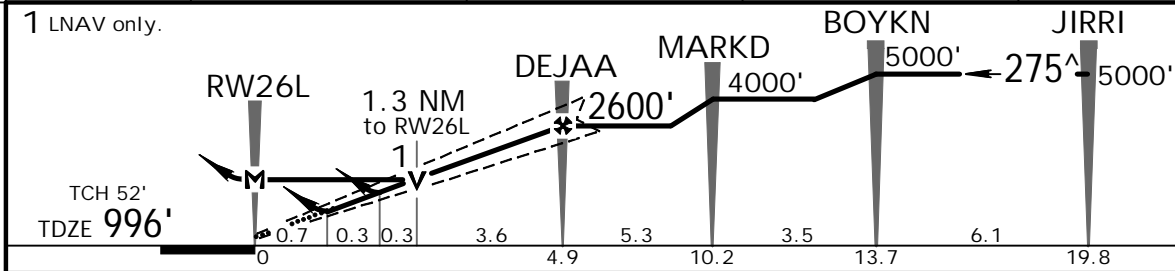
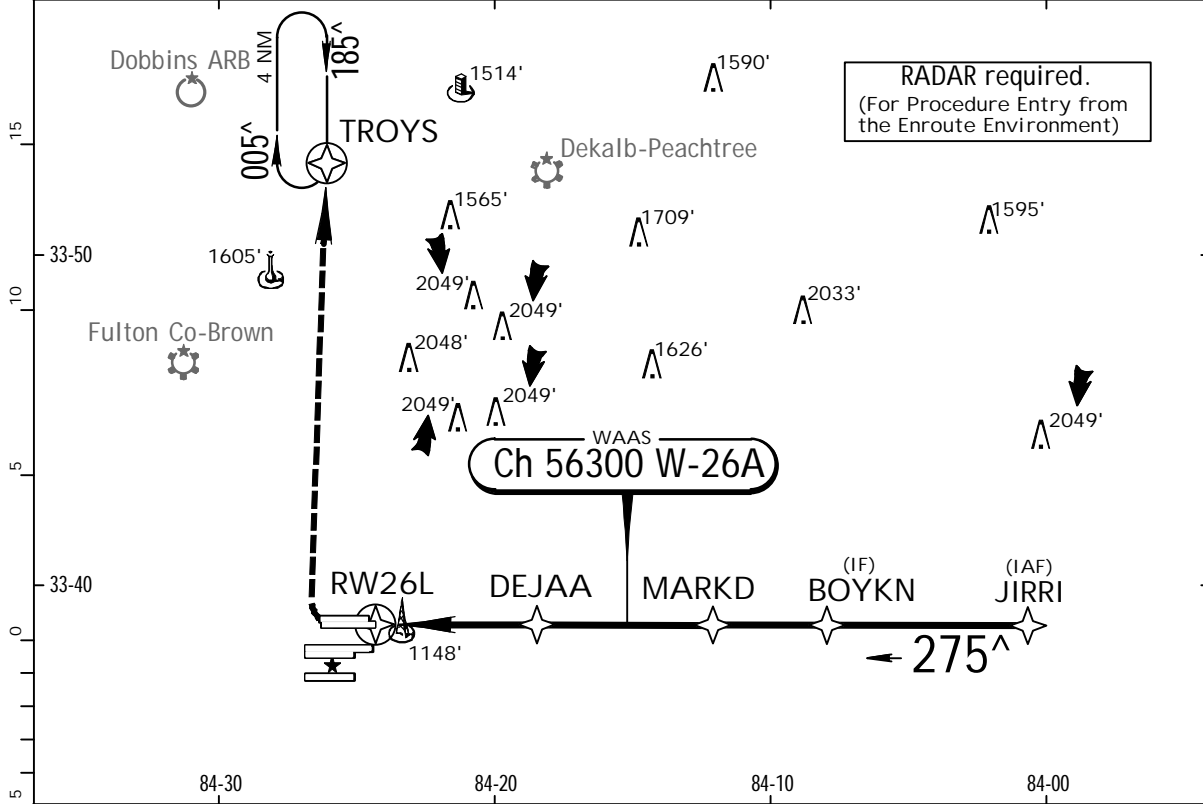
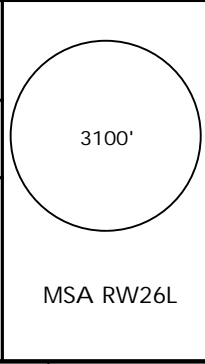
12 SEP 14 (12-6) .Eff.18.Sep. **RNAV (GPS) Rwy 26L**

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

WAAS Ch 56300 W-26A	Final Apch Crs 275^	Minimum Alt DEJAA 2600' (1604')	LPV DA(H) 1281' (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	MALSRS	1500'	3500'	TROYS
Glide Path Angle	3.00^	372	478	531	637	743	PAPI	↑	↻	→
MAP at RW26L	0	0.7	0.3	0.3	3.6	4.9				

TERPS.								
LPV 1281' (285')			STRAIGHT-IN LANDING RWY 26L LNAV/VNAV 1360' (364')			LNAV 1460' (464')		
DA(H)	RAIL out	ALS out	DA(H)	RAIL out	ALS out	MDA(H)	RAIL out	ALS out
A						RVR 24 or 1/2	RVR 40 or 3/4	RVR 55 or 1
B	RVR 24 or 1/2	RVR 40 or 3/4	RVR 45 or 7/8	RVR 35 or 5/8	RVR 40 or 3/4	RVR 60 or 1 1/8		
C						RVR 50 or 1	RVR 60 or 1 1/8	1 3/8
D								

KATL/ATL

HARTSFIELD-
JACKSON ATLANTA INTL

12 SEP 14
Eff. 18 Sep.



12-6A

RNAV (GPS) PRM Rwy 26L
(SIMULTANEOUS CLOSE PARALLEL)

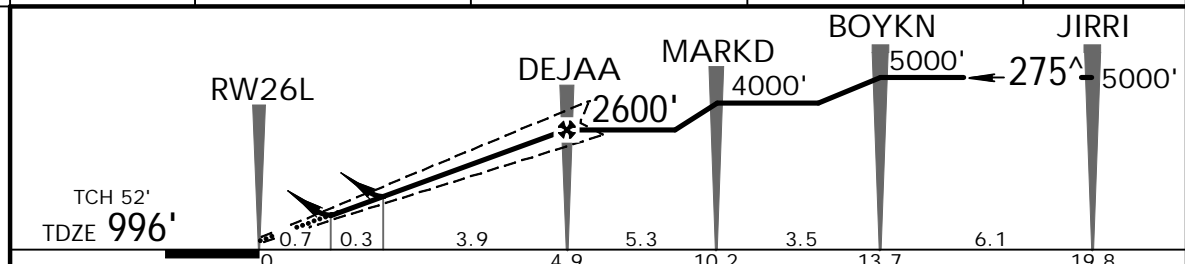
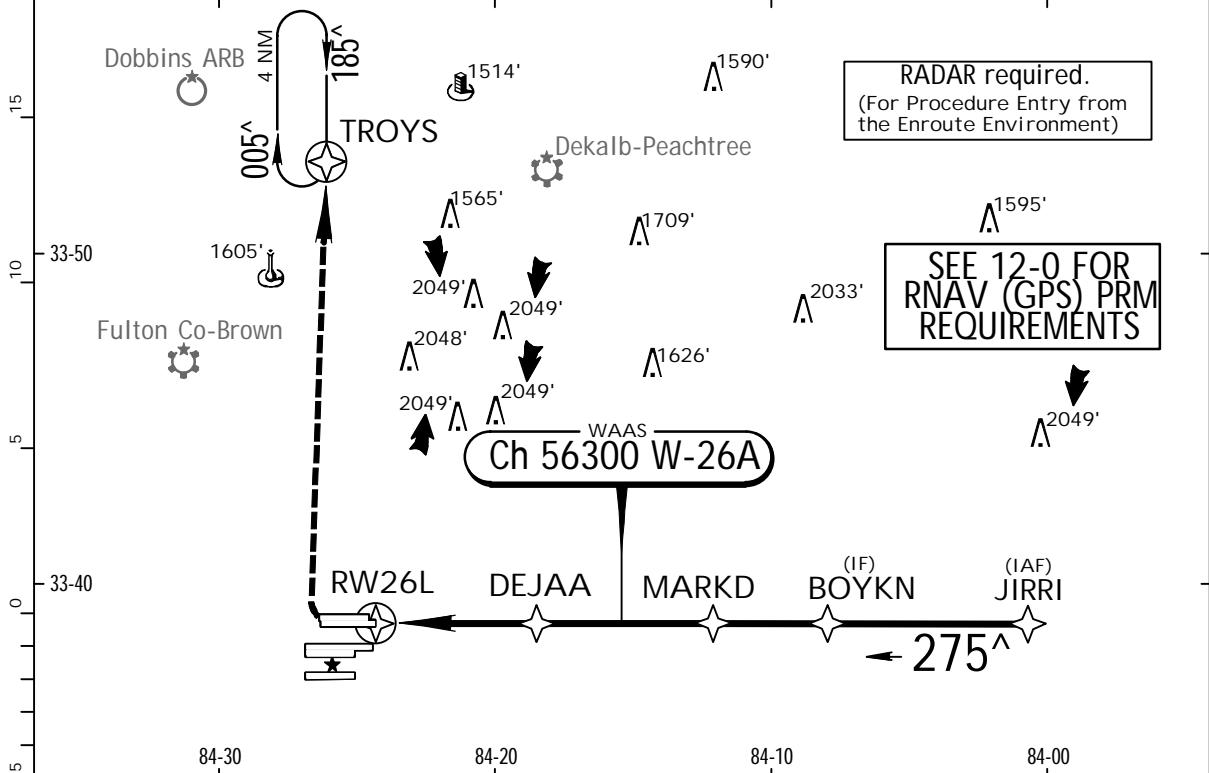
ATLANTA, GA

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

BRIEFING STRIP™

WAAS Ch 56300 W-26A	Final Apch Crs 275 [^]	Minimum Alt DEJAA 2600' (1604')	LPV DA(H) 1281' (285')	Apt Elev 1026' TDZE 996'	3100' MSA RW26L
MISSED APCH: Climb to 1500' then climbing RIGHT turn to 3500' direct TROYS and hold.					

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'
 1. Dual VHF comm required. 2. Simultaneous close parallel approach authorized with ILS PRM and RNAV PRM Rwy 27R or 27L or 28, or Rwys 27R and 28, or Rwys 27L and 28. 3. See 12-0 for "Attention All Users of RNAV Precision Runway Monitor (PRM)". 4. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -7°C (20°F) or above 54°C (130°F). 5. DME/DME RNP-0.30 not authorized. 6. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations. 7. VGSI and RNAV glidepath not coincident.



Gnd speed-Kts	70	90	100	120	140	160	MALSR	1500'	3500'	TROYS
Glide Path Angle	3.00 [^]	372	478	531	637	849	PAPI	↑	RT	
MAP at DA										

TERPS AMEND 0 - 18 SEP 2014	.TERPS. STRAIGHT-IN LANDING RWY 26L					
	LPV DA(H) 1281' (285')			LNAV/VNAV DA(H) 1360' (364')		
	RAIL out		ALS out		RAIL out	
	ALS out		ALS out		ALS out	
A						
B	RVR 24 or 1/2	RVR 40 or 3/4	RVR 45 or 7/8	RVR 35 or 5/8	RVR 40 or 3/4	RVR 60 or 1/8
C						
D						

KATL/ATL
HARTSFIELD-
JACKSON ATLANTA INTL

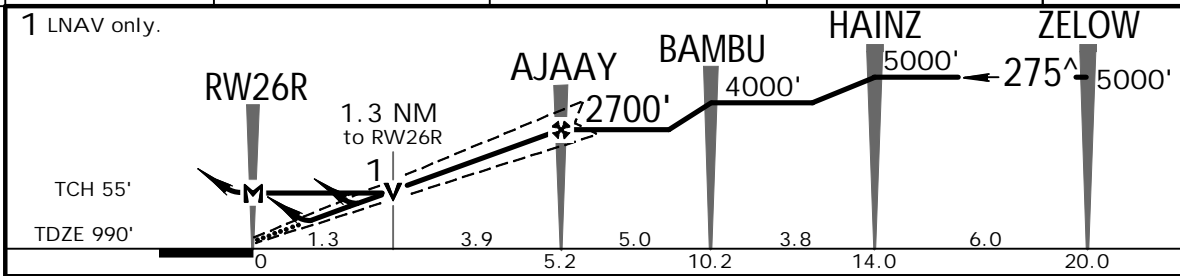
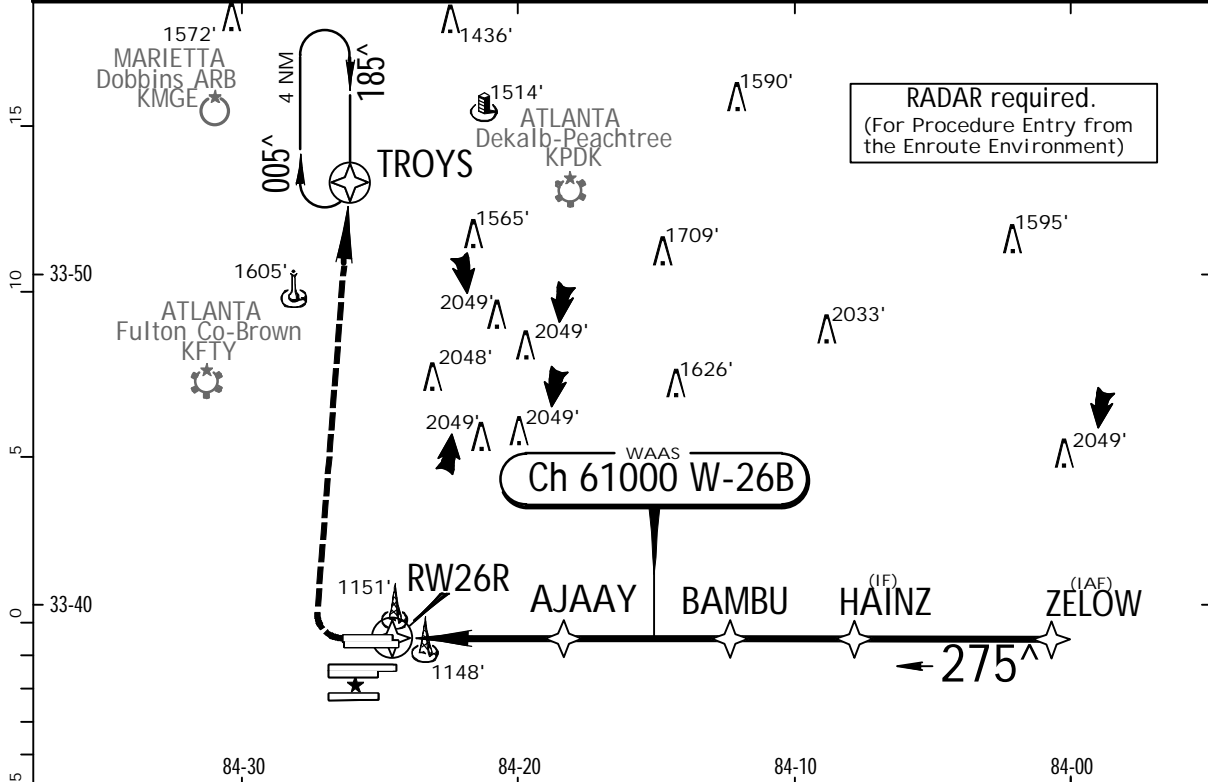
JEPPESSEN
 3 NOV 17 (12-7)

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



Gnd speed-Kts	70	90	100	120	140	160	MALSR 1500'	PAPI 3500'	TROYS
Glide Path Angle	3.00 [^]	372	478	531	637	743			
LPV, LNAV/VNAV: MAP at DA									
LNAV: MAP at RW26R									

TERPS AMEND 4A 12 OCT 2017	.TERPS.			STRAIGHT-IN LANDING RWY 26R		LNAV	
	LPV DA(H) 1190' (200')		LNAV/VNAV DA(H) 1426' (436')		LNAV MDA(H) 1460' (470')		
	TDZ/CL out		RAIL/ALS out		RAIL/ALS out		RAIL/ALS out
	A						RVR 24 or 1/2
B	RVR 18 or 1/2	RVR 24 or 1/2	RVR 40 or 3/4	RVR 50 or 1	1 1/2		
C						RVR 50 or 1	1 1/2
D							

KATL/ATL

HARTSFIELD-
JACKSON ATLANTA INTL



3 NOV 17

(12-7A)

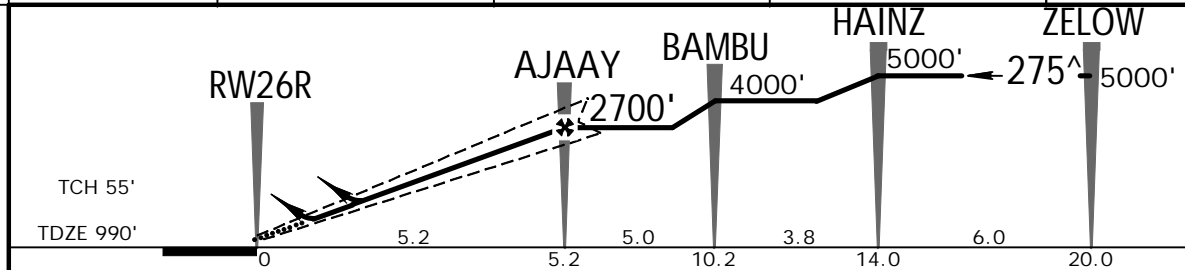
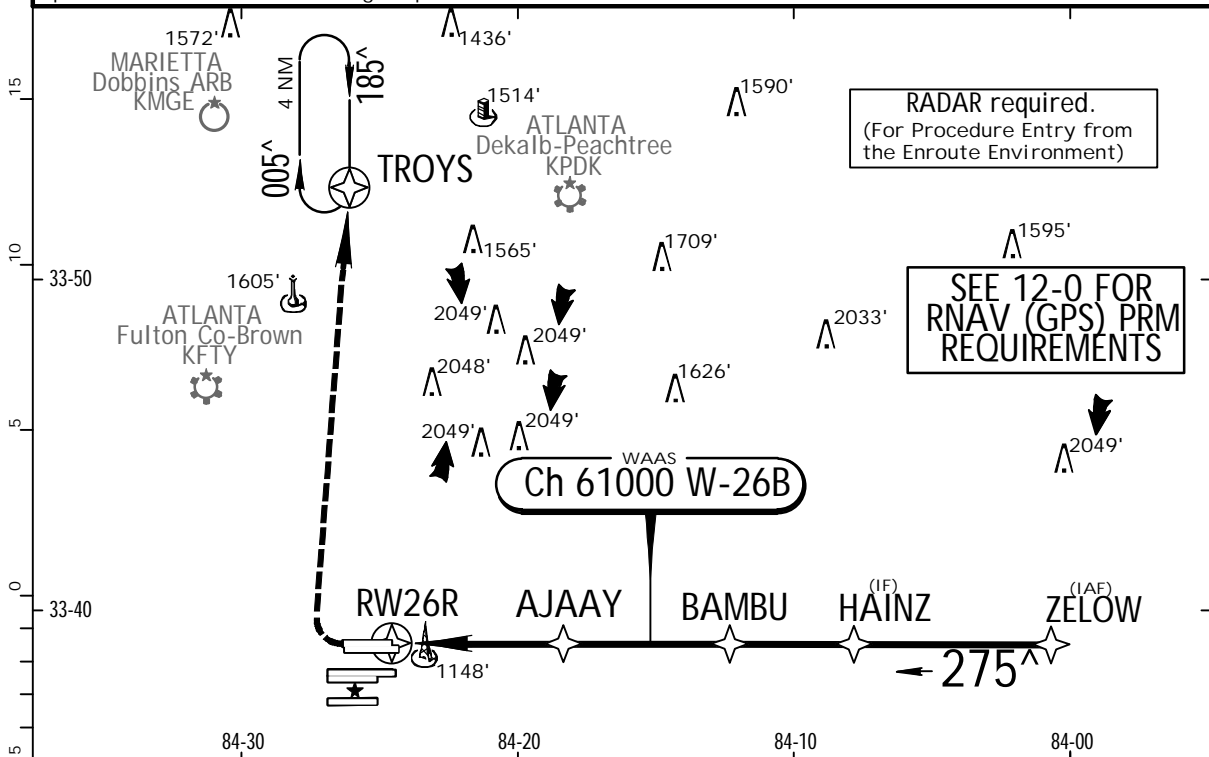
ATLANTA, GA
RNAV (GPS) PRM Y Rwy 26R
(SIMULTANEOUS CLOSE PARALLEL)

D-ATIS Arrival	ATLANTA Approach (R)	ATLANTA Tower					Ground		
		Rwys 8L/26R	Rwys 8R/26L	Rwys 9L/27R	Rwys 9R/27L	Rwys 10/28	Rwys 8L/R, 26L/R	Rwys 9L/R, 27L/R	Rwys 10/28
119.65	127.9	119.1	125.325	123.85	119.3	119.5	121.9	121.75	121.65
Monitor Frequency						126.9			

WAAS Ch 61000 W-26B	Final Apch Crs 275^	Minimum Alt AJAAY 2700' (1710')	LPV DA(H) 1190' (200')	Apt Elev 1026'	3100
				TDZE 990'	

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

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'
 1. Dual VHF comm required. 2. Simultaneous close parallel approach authorized with ILS PRM and RNAV PRM Rwy 27R or 27L or 28, or Rwys 27R and 28, or Rwys 27L and 28. 3. See 12-0 for "Attention All Users of RNAV Precision Runway Monitor (PRM)". 4. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -7°C (20°F) or above 54°C (130°F). 5. DME/DME RNP-0.30 not authorized. 6. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations. 7. VGSI and RNAV glidepath not coincident.



Gnd speed-Kts	70	90	100	120	140	160	MALSR 1500'	3500'	TROYS
Glide Path Angle	3.00^	372	478	531	637	743			
LPV, LNAV/VNAV: MAP at DA									

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

TERPS AMEND OA 12 OCT 2017

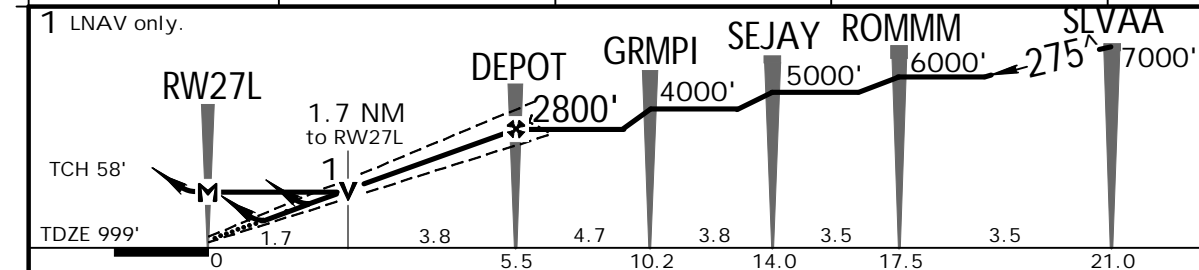
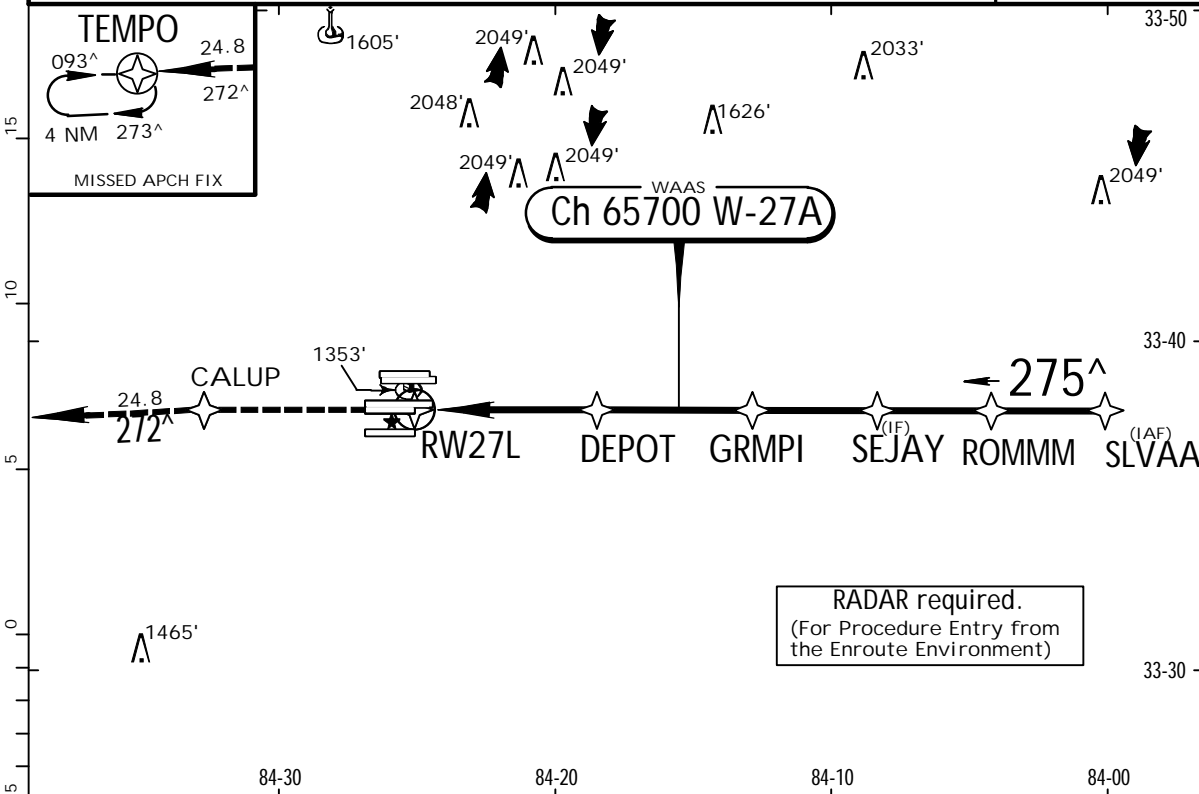
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HARTSFIELD-
JACKSON ATLANTA INTL



ATLANTA, GA
RNAV (GPS) Rwy 27L

20 OCT 17 (12-8)

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 Ch 65700 W-27A	Final Apch Crs 275^	Minimum Alt DEPOT 2800' (1801')	LPV DA(H) 1199' (200')	Apt Elev 1026'	TDZE 999'					
MISSED APCH: Climb to 4000' direct CALUP and on track 272^ to TEMPO and hold.											
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.											



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II PAPI	4000' 	CALUP
Glide Path Angle	3.00^	372	478	531	637	849			
LPV, LNAV/VNAV: MAP at DA									
LNAV: MAP at RW27L									

TERPS AMEND 5A 12 OCT 2017	.TERPS. STRAIGHT-IN LANDING RWY 27L							
	LPV DA(H) 1199' (200')			LNAV/VNAV DA(H) 1528' (529')			LNAV MDA(H) 1620' (621')	
	IDZ/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	1 3/8	1 7/8			
C						1 3/8	1 7/8	
D								

CHANGES: Minimums, chart format.

JEPPesen, 2002, 2017. ALL RIGHTS RESERVED.

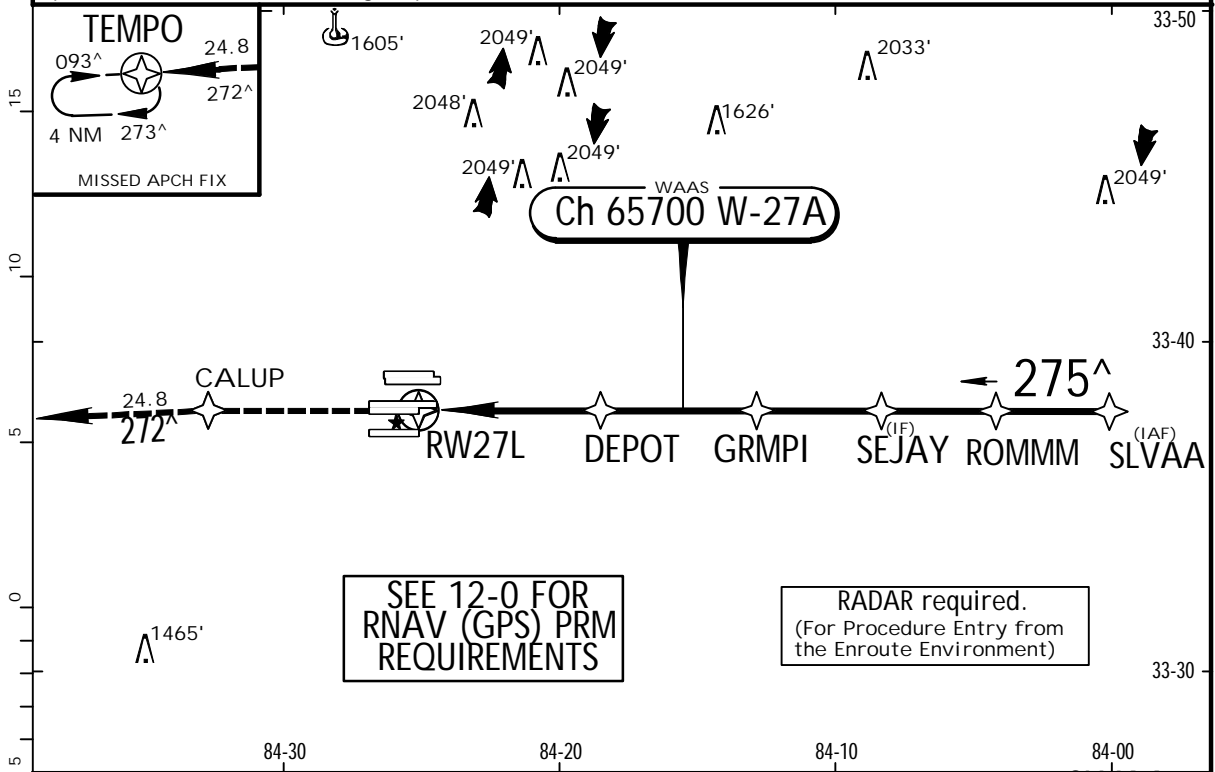
KATL/ATL
HARTSFIELD-
JACKSON ATLANTA INTL

JEPPESSEN
 20 OCT 17 (12-8A)

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

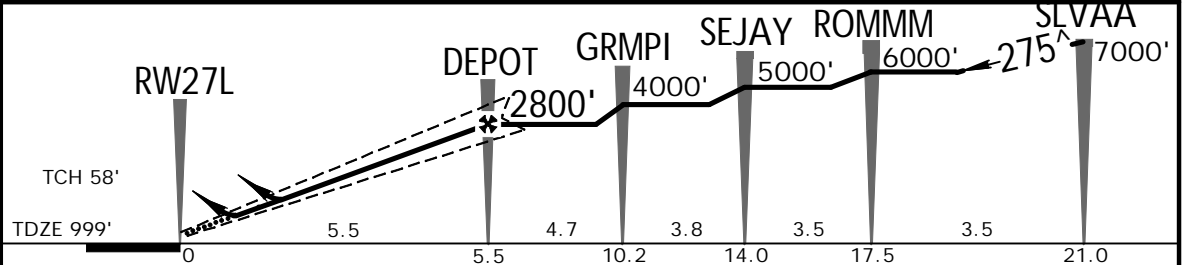
BRIEFING STRIP™	D-ATIS Arrival	ATLANTA Approach (R)	Rwys 9R/27L	Rwys 8L/26R	ATLANTA Tower	Rwys 8R/26L	Rwys 9L/27R	Rwys 10/28	Ground		
	119.65	127.9	119.3	119.1	125.325	123.85	119.5	121.75	121.9	121.65	
WAAS Ch 65700 W-27A			Final Apch Crs 275^	Minimum Alt DEPOT 2800' (1801')	LPV DA(H) 1199' (200')	Apt Elev 1026'		MSA RW27L 3100			
MISSED APCH: Climb to 4000' direct CALUP and on track 272^ to TEMPO and hold.											

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'
 1. Dual VHF comm required. 2. Simultaneous close parallel approach authorized with ILS PRM and RNAV PRM Rwy 26R or 26L or 28, or 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.



SEE 12-0 FOR RNAV (GPS) PRM REQUIREMENTS

RADAR required. (For Procedure Entry from the Enroute Environment)



Gnd speed-Kts	70	90	100	120	140	160	ALSIF-II PAPI	4000'	D	CALUP
Glide Path Angle	3.00^	372	478	531	637	849				
LPV, LNAV/VNAV: MAP at DA										

TERPS AMEND OA 12 OCT 2017	.TERPS. STRAIGHT-IN LANDING RWY 27L			
	LPV DA(H) 1199' (200')		LNAV/VNAV DA(H) 1528' (529')	
	IDZ/CL out	ALS out	ALS out	ALS out
	A			
B				
C	RVR 18 or 1/2	RVR 24 or 1/2	RVR 40 or 3/4	1 3/8
D				1 7/8

CHANGES: Minimums, chart format.

KATL/ATL

HARTSFIELD-JACKSON ATLANTA INTL



12 SEP 14 (12-9) .Eff.18.Sep.

ATLANTA, GA

RNAV (GPS) Rwy 27R

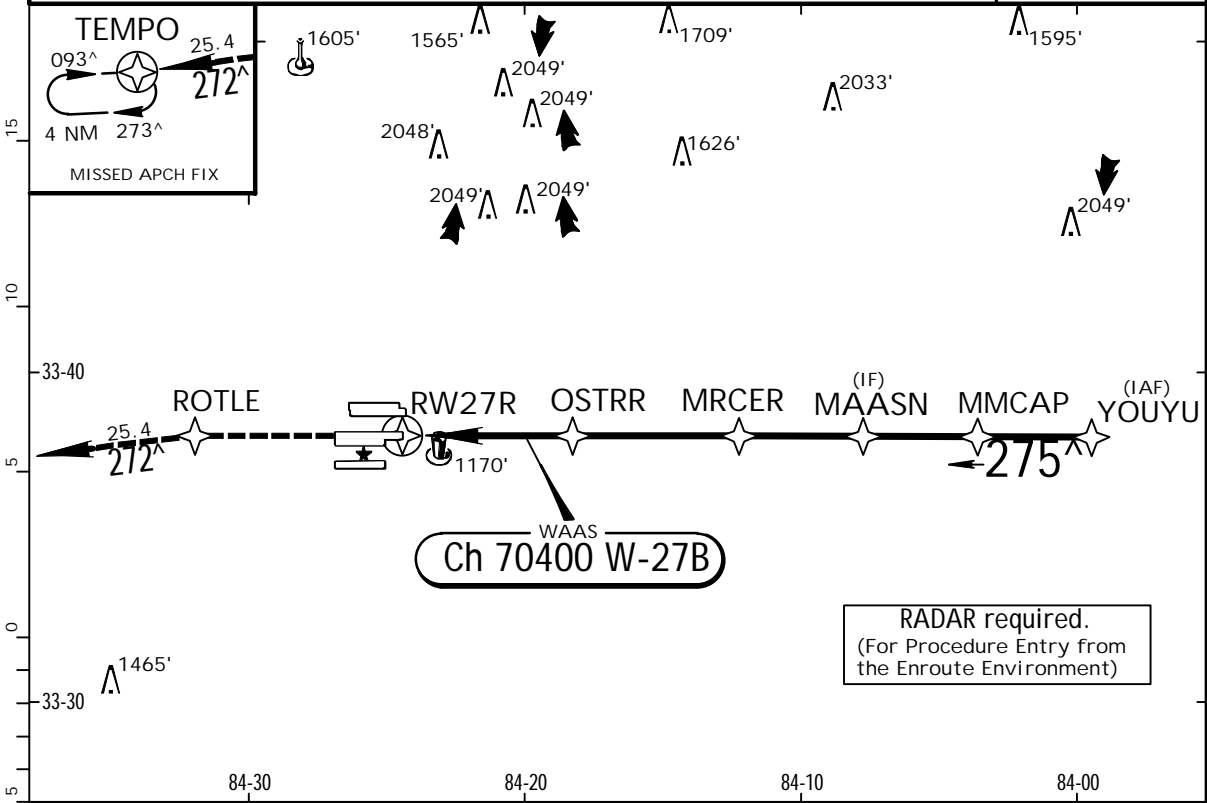
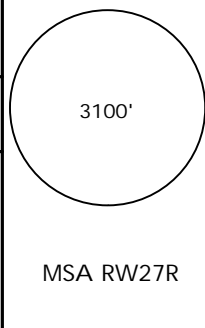
D-ATIS Arrival	ATLANTA Approach (R)	Rwys 9L/27R	Rwys 8L/26R	ATLANTA Tower Rwys 8R/26L	Rwys 9R/27L	Rwys 10/28	Rwys 9L/R, 27L/R	Ground Rwys 8L/R, 26L/R	Rwys 10/28
119.65	127.9	123.85	119.1	125.32	119.3	119.5	121.75	121.9	121.65

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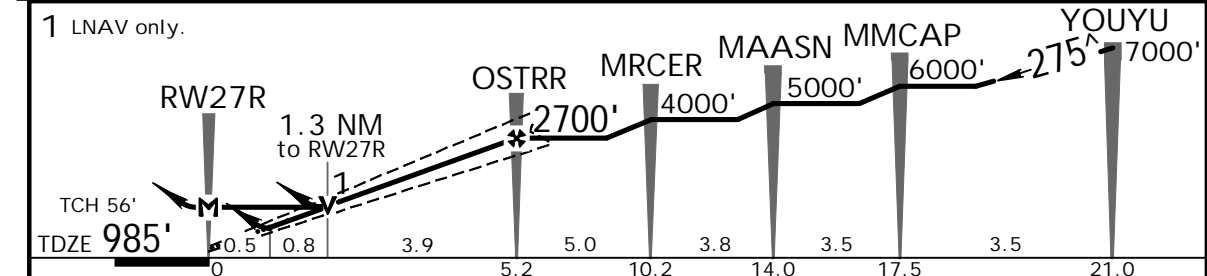
MISSED APCH: Climb to 4000' direct ROTLE and on track 272[^] to TEMPO and hold.

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

- 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.
- Simultaneous approach authorized with Rwy 26R or 26L or 28, or Rwy 26R and 28.
- Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations.
- LNAV procedure not authorized during simultaneous operations.
- VGSI and RNAV glidepath not coincident.



RADAR required.
(For Procedure Entry from the Enroute Environment)



Gnd speed-Kts	70	90	100	120	140	160	MALS PAPI	4000'	D	ROTTLE
Glide Path Angle	3.00 [^]	372	478	531	637	743				
MAP at RW27R	0	0.5	0.8	3.9	5.0	10.2	14.0	17.5	3.5	21.0

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

KATL/ATL

HARTSFIELD-
JACKSON ATLANTA INTL

12 SEP 14
Eff. 18 Sep.

12-9A

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

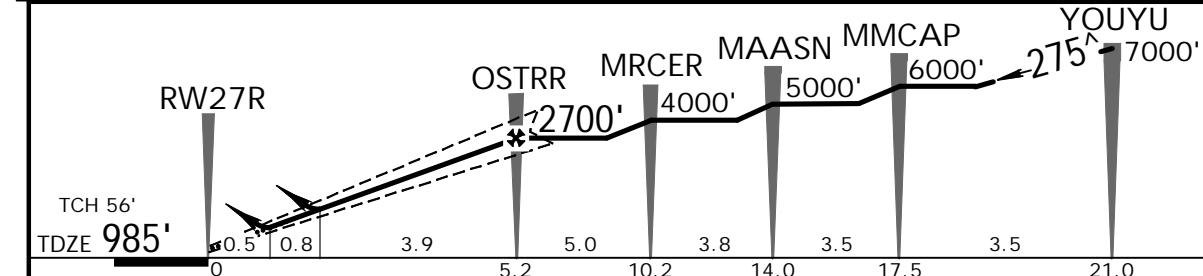
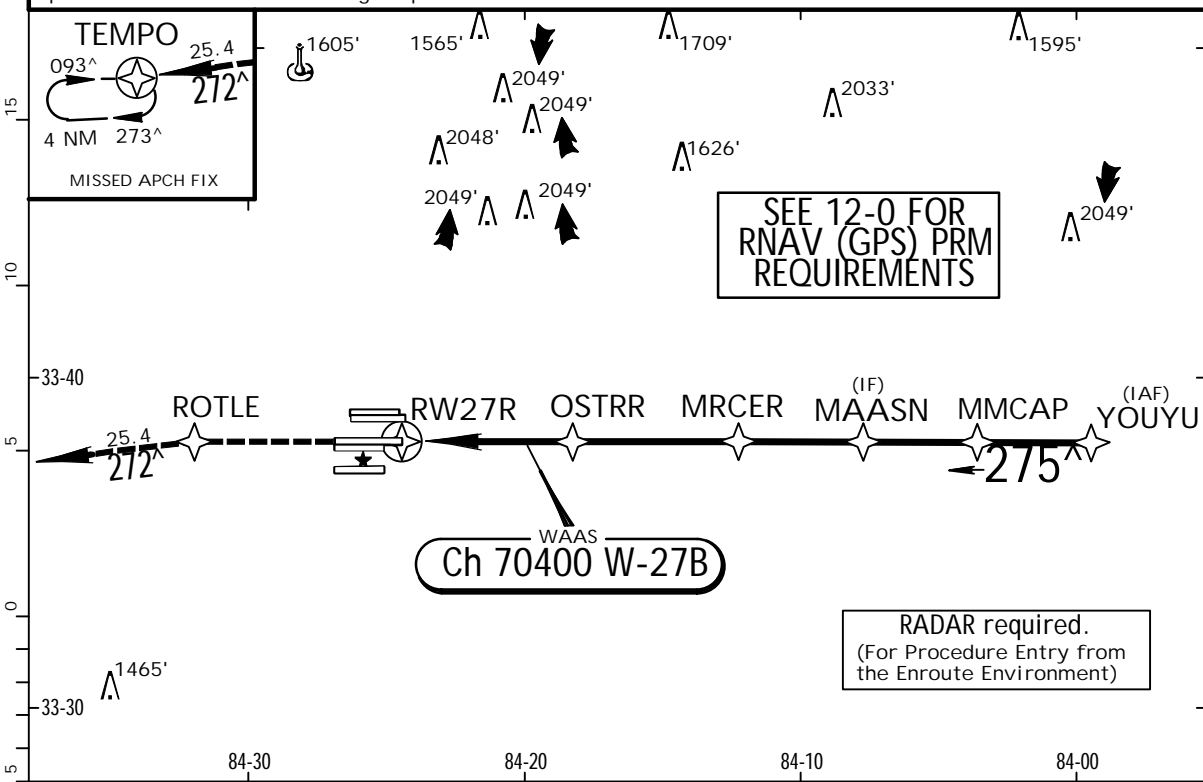
BRIEFING STRIP™

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

WAAS Ch 70400 W-27B	Final Apch Crs 275 [^]	Minimum Alt OSTRR 2700' (1715')	LPV DA(H) 1185' (200')	Apt Elev 1026' TDZE 985'	3100'
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MISSED APCH: Climb to 4000' direct ROTLE and on track 272[^] to TEMPO and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'
 1. Dual VHF comm required. 2. Simultaneous close parallel approach authorized with ILS PRM and RNAV PRM Rwy 26R or 26L or 28, or 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	MALS	4000'	ROTLE
Glide Path Angle	3.00 [^]	372	478	531	637	849	PAPI	↑	→
MAP at DA									

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

TERPS AMEND 0 18 SEP 2014

KATL/ATL

HARTSFIELD-
JACKSON ATLANTA INTL

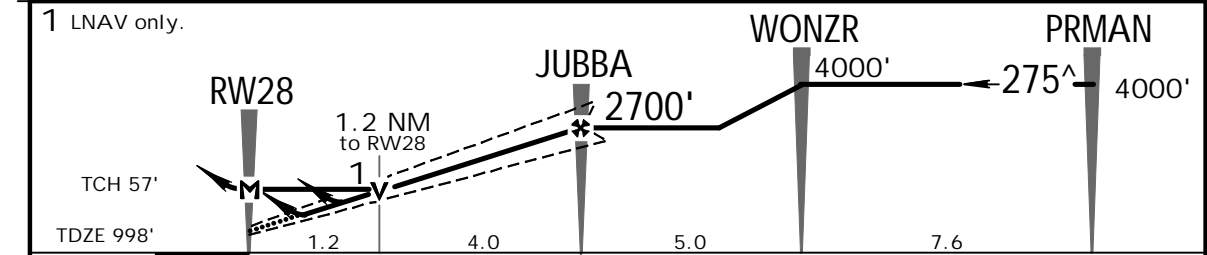
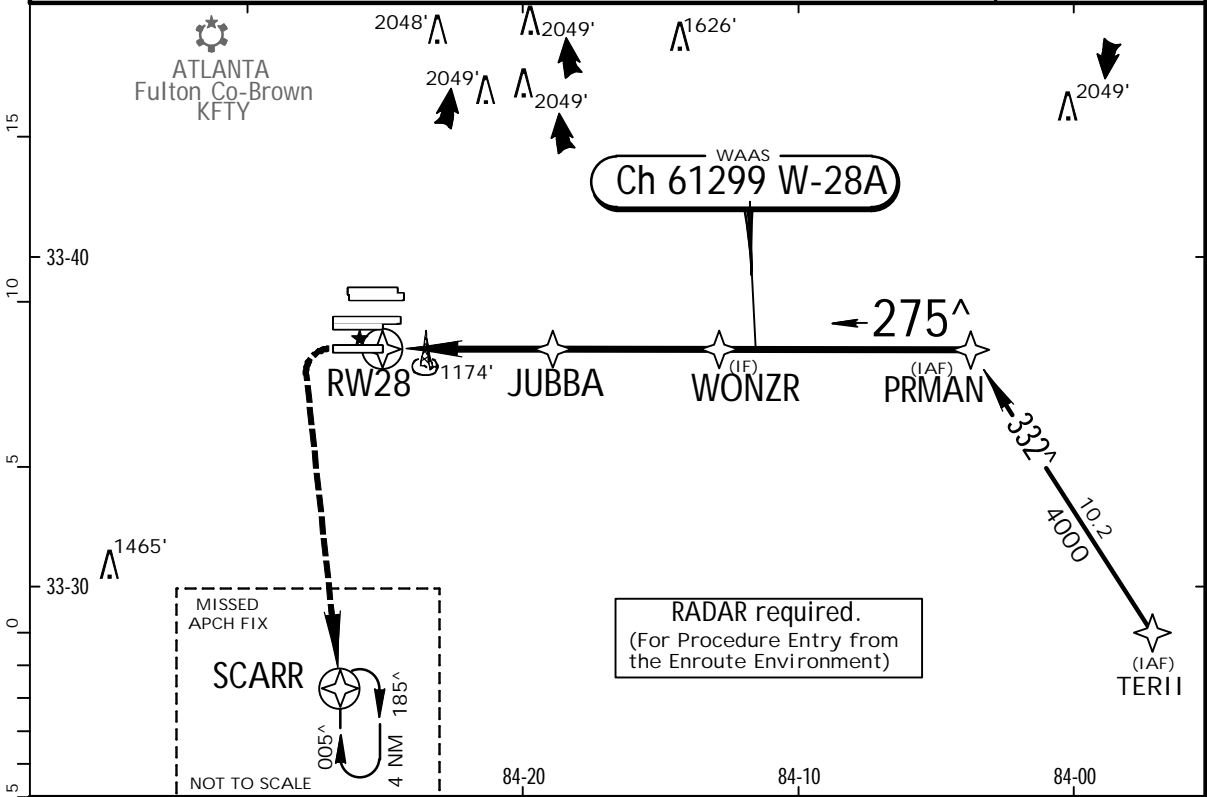


15 JUN 18 (12-10)

ATLANTA, GA

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 Ch 61299 W-28A	Final Apch Crs 275 [^]	Minimum Alt JUBBA 2700' (1702')	LPV DA(H) 1198' (200')	Apt Elev 1026' TDZE 998'		<p>3100 MSA RW28</p>					
<p>MISSED APCH: Climb to 1500' then climbing LEFT turn to 3000' direct SCARR and hold.</p> <p>Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'</p> <p>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 Rwy 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.</p>												



Gnd speed-Kts	70	90	100	120	140	160	ALS-F-II PAPI	1500'	3000'	SCARR
Glide Path Angle	3.00 [^]							↑	← LT	
LPV, LNAV/VNAV: MAP at DA										
LNAV: MAP at RW28										

TERPS AMEND 4A 12 OCT 2017	.TERPS.		STRAIGHT-IN LANDING RWY 28				LNAV	
	LPV		LNAV/VNAV		LNAV			
	DA(H) 1198' (200')		DA(H) 1250' (252')		MDA(H) 1440' (442')			
	TDZ/CL out		ALS 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	RVR 24 or 1/2	RVR 50 or 1			
C						RVR 45 or 7/8	1 3/8	
D								

CHANGES: PAPI added.

KATL/ATL

HARTSFIELD-
JACKSON ATLANTA INTL



15 JUN 18

12-10A

ATLANTA, GA RNAV (GPS) PRM Y Rwy 28 (SIMULTANEOUS CLOSE PARALLEL)

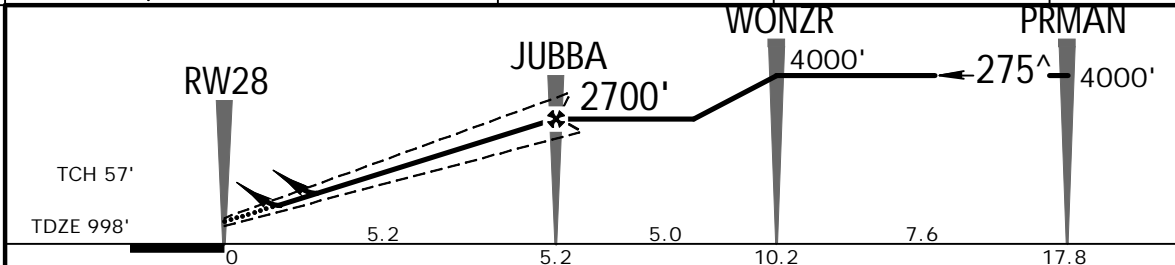
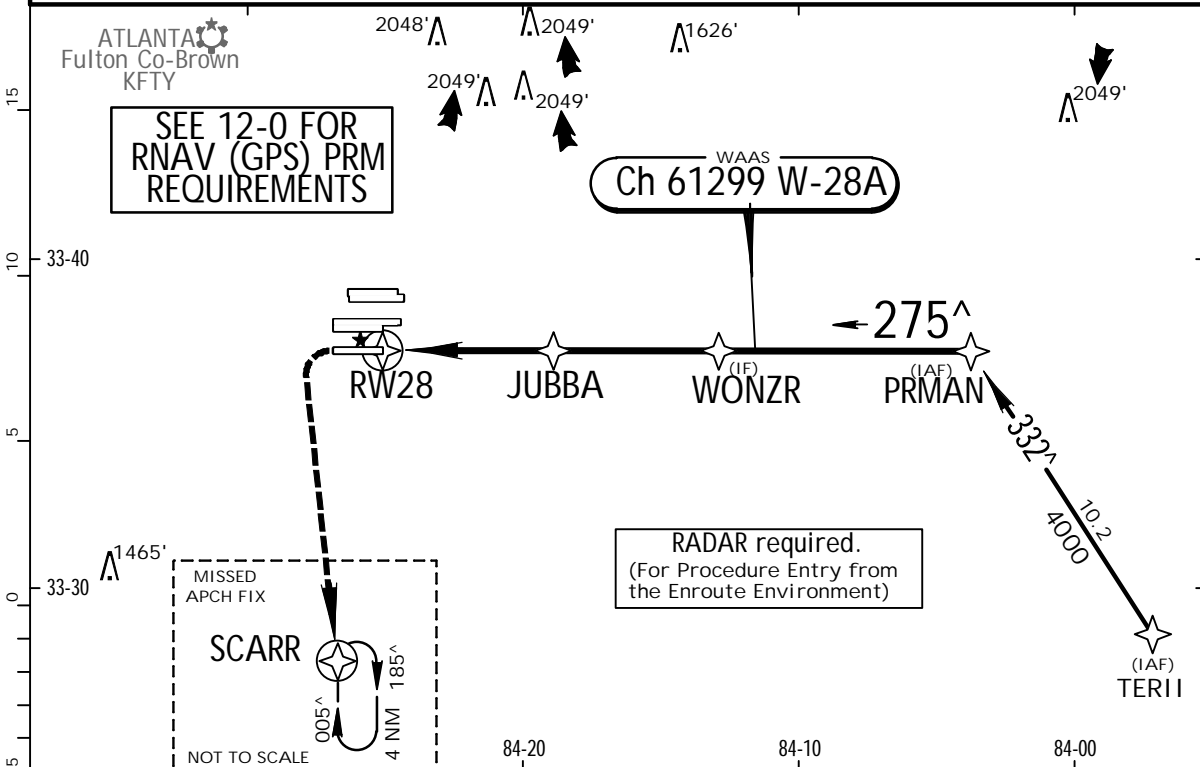
BRIEFING STRIP™

D-ATIS Arrival	ATLANTA Approach (R)	ATLANTA Tower					Ground			
Rwys 10/28	Rwys 8L/26R	Rwys 8R/26L	Rwys 9L/27R	Rwys 9R/27L	Rwys 10/28	Rwys 8L/R, 26L/R	Rwys 9L/R, 27L/R	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	
Monitor Frequency 133.425										

WAAS Ch 61299 W-28A	Final Apch Crs 275 [^]	Minimum Alt JUBBA 2700' (1702')	LPV DA(H) 1198' (200')	Apt Elev 1026'	TDZE 998'	3100
MISSED APCH: Climb to 1500' then climbing LEFT turn to 3000' direct SCARR and hold.						MSA RW28

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

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



Gnd speed-Kts	70	90	100	120	140	160	ALSIF-II	1500'	3000'	SCARR
Glide Path Angle	3.00 [^]	372	478	531	637	743	PAPI	↑	LT	→
LPV, LNAV/VNAV: MAP at DA										

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

KATL/ATL

HARTSFIELD-
JACKSON ATLANTA INTL

JEPPESSEN

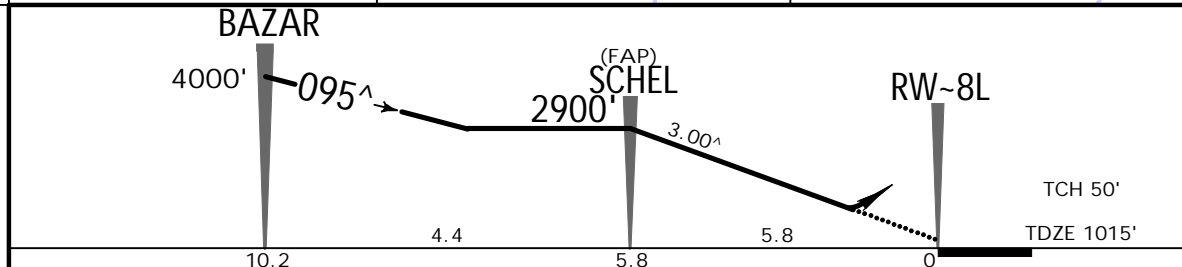
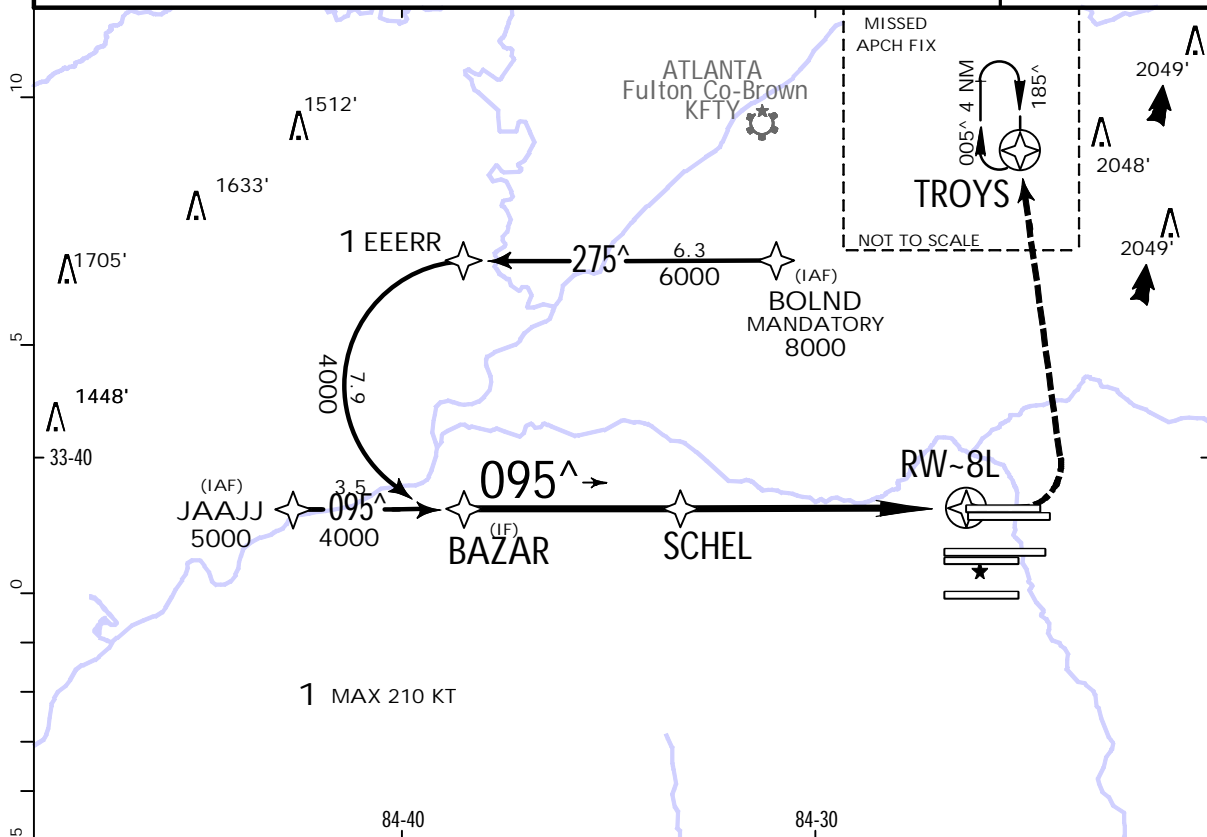
17 FEB 23
Eff. 23.Feb. (12-20)

ATLANTA, GA
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		

BRIEFING STRIP™

RNAV	Final Apch Crs 095[^]	SCHEL 2900' (1885')	RNP 0.15 DA(H) 1380' (365')	Apt Elev 1026' TDZE 1015'	
MISSED APCH: 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	ALSIF-II	1500'	3500'	TROYS
Glide Path Angle	3.00 [^]	372	478	531	637	743				

TERPS AMEND TA 23 FEB 2023	STRAIGHT-IN LANDING RWY 8L			
	RNP 0.15 DA(H) 1380' (365')		RNP 0.30 DA(H) 1458' (443')	
	ALS out		ALS out	
	A	RVR 35 or 5/8	RVR 55 or 1	RVR 45 or 7/8

KATL/ATL

HARTSFIELD-

JACKSON ATLANTA INTL



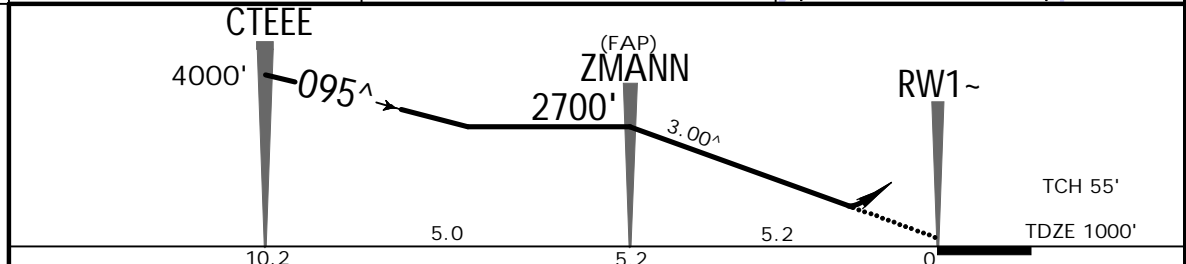
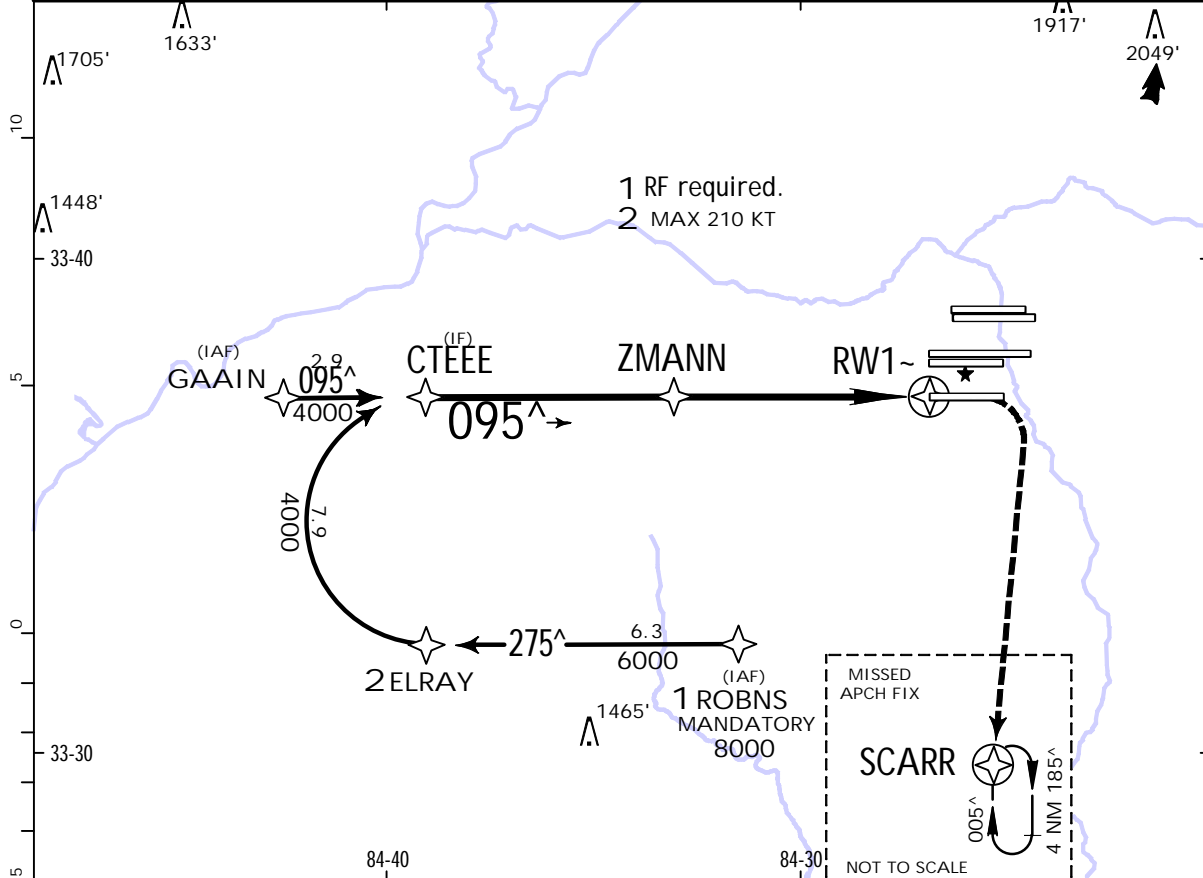
17 FEB 23
Eff. 23.Feb.

12-21

ATLANTA, GA

RNAV (RNP) Z Rwy 10

D-ATIS Arrival	ATLANTA Approach (R)	Rwys 10/28	Rwys 8L/26R	ATLANTA Tower Rwys 8R/26L	Rwys 9L/27R	Rwys 9R/27L	Rwys 10/28	Ground Rwys 9L/R, 27L/R	Rwys 8L/R, 26L/R	Rwys 121.9		
119.65	127.9	119.5	119.1	125.325	123.85	119.3	121.65	121.75				
RNAV	Final Apch Crs 095[^]	ZMANN 2700' (1700')		RNP 0.11 DA(H) 1290' (290')		Apt Elev 1026' TDZE 1000'		<p>3100</p> <p>MSA RW1-</p>				
MISSED APCH: Climb to 1500' then climbing RIGHT turn to 3000' direct SCARR and hold.												
Alt Set: INCHES			Trans level: FL 180			Trans alt: 18000'						
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	ALSF-II PAPI	1500'	3000'	D → SCARR
Glide Path Angle	3.00 [^]	372	478	531	637	743		849	↑	

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

TERPS AMEND 1 12 OCT 2017

KATL/ATL
HARTSFIELD-
JACKSON ATLANTA INTL



15 JUN 18

12-22

ATLANTA, GA
RNAV (RNP) Z Rwy 26R

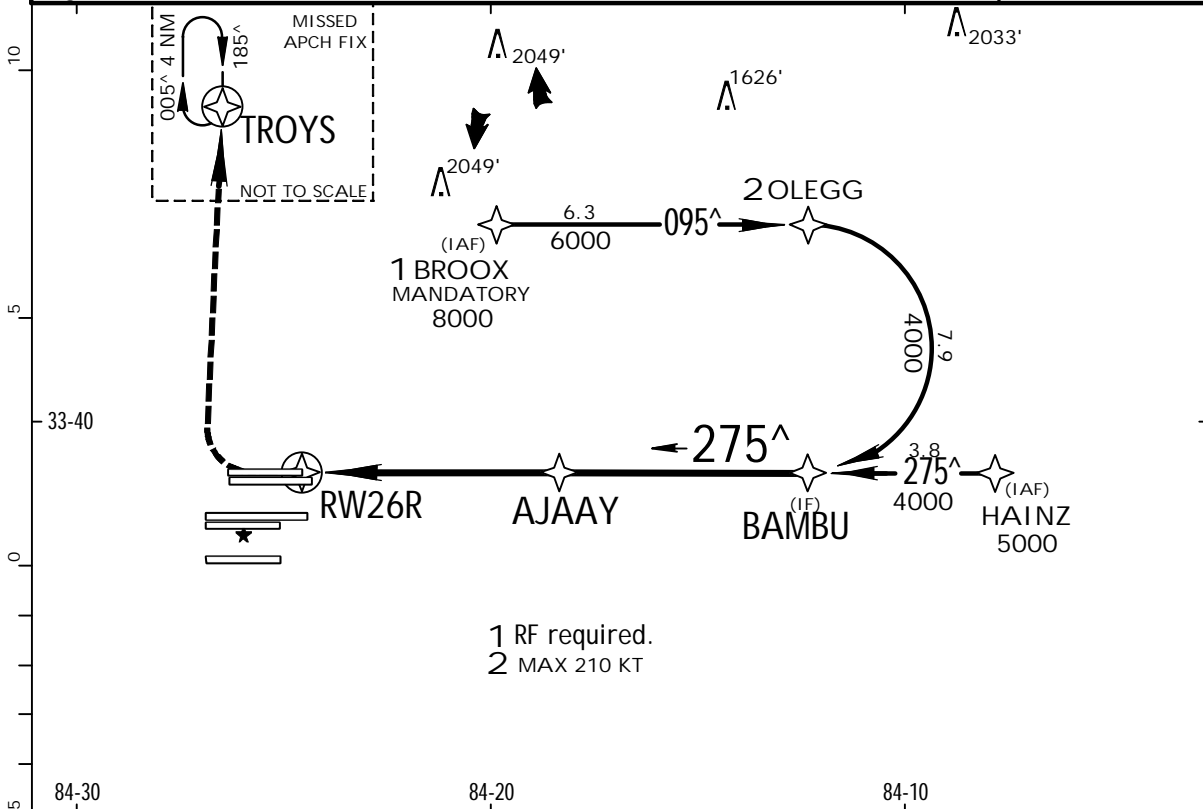
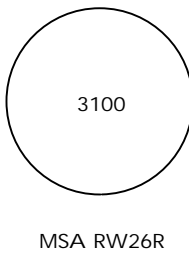
D-ATIS Arrival	ATLANTA Approach (R)	ATLANTA Tower					Ground										
119.65	127.9	Rwys 8L/26R	Rwys 8R/26L	Rwys 9L/27R	Rwys 9R/27L	Rwys 10/28	Rwys 8L/R, 26L/R	Rwys 9L/R, 27L/R	Rwys 10/28	119.1	125.325	123.85	119.3	119.5	121.9	121.75	121.65

RNAV	Final Apch Crs 275[^]	Minimum Alt AJAAY 2700' (1710')	RNP 0.30 DA(H) 1402' (412')	Apt Elev 1026' TDZE 990'
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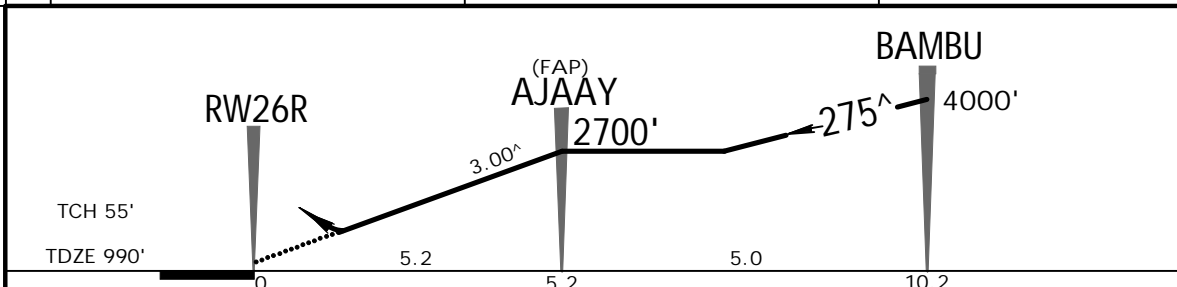
MISSED APCH: Climb to 1500' then climbing RIGHT turn to 3500' direct TROYS and hold.

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

1. 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').



1 RF required.
2 MAX 210 KT



Gnd speed-Kts	70	90	100	120	140	160	MALSR 1500'	PAPI 3500'	TROYS
Glide Path Angle 3.00 [^]	372	478	531	637	743	849			
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	1 3/8

TERPS AMEND 1 12 OCT 2017

KATL/ATL
HARTSFIELD-
JACKSON ATLANTA INTL



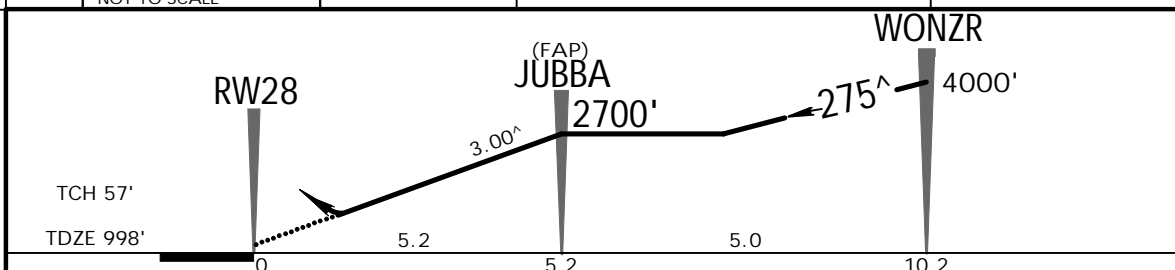
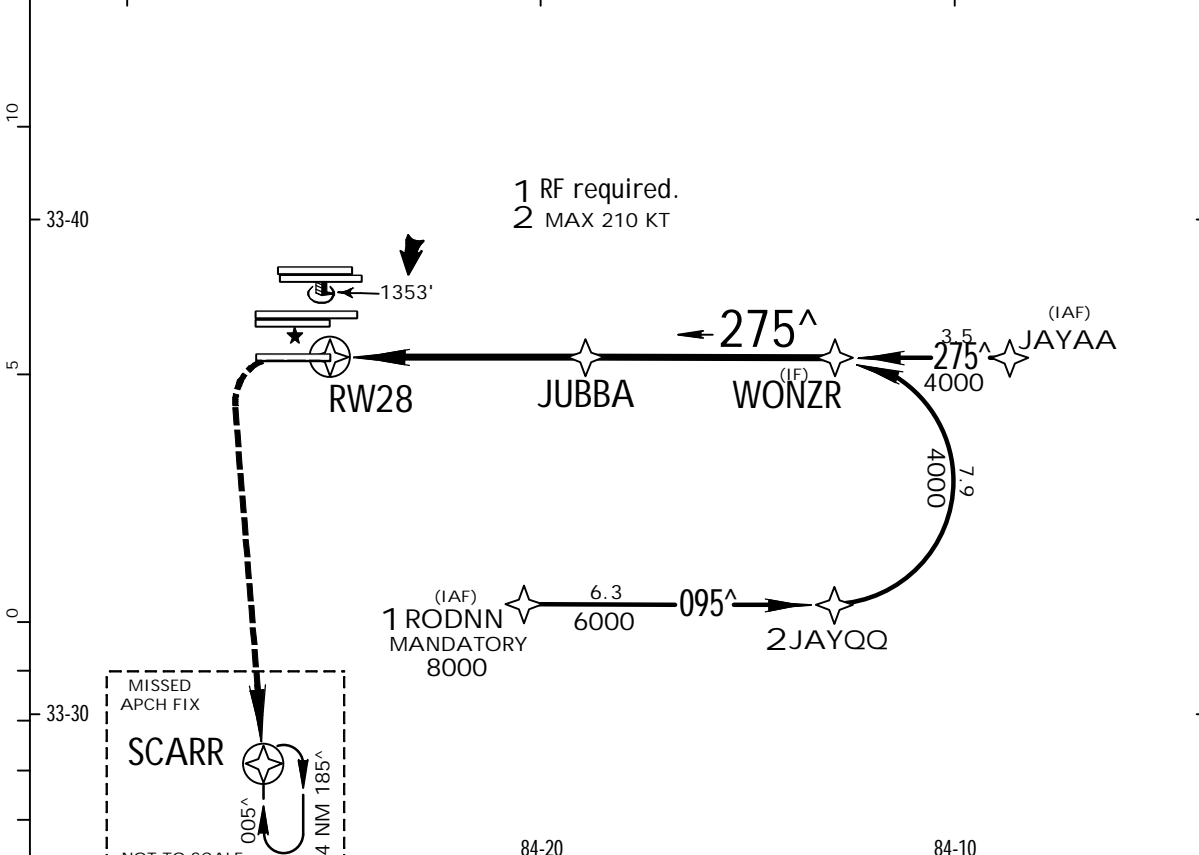
ATLANTA, GA
RNAV (RNP) Z Rwy 28

15 JUN 18

12-23

BRIEFING STRIP™

D-ATIS Arrival	ATLANTA Approach (R)	Rwys 10/28	Rwys 8R/26L	ATLANTA Tower	Rwys 9L/27R	Rwys 9R/27L	Rwys 10/28	Ground Rwys 9L/R, 27L/R	Rwys 8L/R, 26L/R
119.65	127.9	119.5	125.325	119.1	123.85	119.3	121.65	121.75	121.9
RNAV	Final Apch Crs 275[^]	Minimum Alt JUBBA 2700' (1702')	RNP 0.11 DA(H) 1248' (250')	Apt Elev 1026'	3100				
MISSED APCH: Climb to 1500' then climbing LEFT turn to 3000' direct SCARR and hold.					MSA RW28				
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'									
1. 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	ALS-II PAPI	1500'	3000'	D → SCARR
Glide Path Angle	3.00 [^]	372	478	531	637	849		↑	← LT	
MAP at DA										

.TERPS.				STRAIGHT-IN LANDING RWY 28			
RNP 0.11 DA(H) 1248' (250')		ALS out		RNP 0.30 DA(H) 1295' (297')		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 06-2023

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 I - KATL)

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport KATL

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.