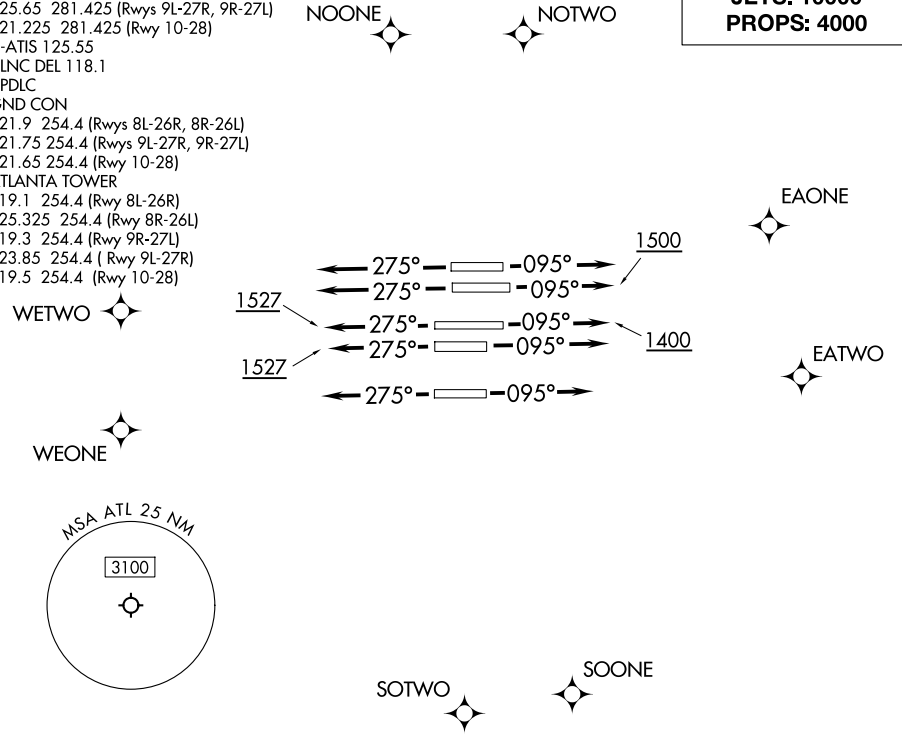
ATLANTA TWO DEPARTURE

RADAR required.

TOP ALTITUDE:
JETS: 10000
PROPS: 4000

ATLANTA DEP CON
133.475 281.425 (Rwys 8L-26R, 8R-26L)
125.65 281.425 (Rwys 9L-27R, 9R-27L)
121.225 281.425 (Rwy 10-28)
D-ATIS 125.55
CLNC DEL 118.1
CPDLC
GND CON
121.9 254.4 (Rwys 8L-26R, 8R-26L)
121.75 254.4 (Rwys 9L-27R, 9R-27L)
121.65 254.4 (Rwy 10-28)
ATLANTA TOWER
119.1 254.4 (Rwy 8L-26R)
125.325 254.4 (Rwy 8R-26L)
119.3 254.4 (Rwy 9R-27L)
123.85 254.4 (Rwy 9L-27R)
119.5 254.4 (Rwy 10-28)



TAKEOFF MINIMUMS
Rwys 8L, 9R, 10, 26L/R, 27L/R, 28: Standard.
Rwy 8R: 300-1 or standard with minimum climb of 250'/NM to 1200, or alternatively with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 2000' prior to DER.
Rwy 9L: 300-1 or standard with minimum climb of 270'/NM to 1200.

NOTE: Monitor tower frequency when advised by ground control.
NOTE: Use departure frequency depicted unless otherwise assigned.
NOTE: NOISE ABATEMENT DEPARTURE TRACKS (NADTs): Following this procedure minimizes deviation from the idealized track.
TURBOJETS ONLY: Anticipate the following NADT no wind heading: Rwy 8R heading 070°, Rwy 9L heading 110°, Rwy 26L heading 290°, Rwy 27R heading 250°, Rwy 10 heading 110°, Rwy 28 heading 250°. ATC will issue a wind corrected heading prior to takeoff. Fly assigned heading at the point instructed by ATC.
NOTE: TURBOJETS: Accelerate to 250K immediately until reaching 10000 MSL, if unable, advise ATC.
TURBOPROPS: Operate in a manner that will result in the best forward speed and climb rate.

(CONTINUED ON FOLLOWING PAGE)

NOTE: Chart not to scale.

SE-4, 29 OCT 2026 to 26 NOV 2026
SE-4, 29 OCT 2026 to 26 NOV 2026

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 8L, 9R, 10: Climb on heading 095°, thence . . . .
TAKEOFF RUNWAY 8R: Climb on heading 095° to 1500, thence . . . .
TAKEOFF RUNWAY 9L: Climb on heading 095° to 1400, thence . . . .
TAKEOFF RUNWAYS 26L/R, 28: Climb on heading 275°, thence . . . .
TAKEOFF RUNWAYS 27L/R: Climb on heading 275° to 1527, thence . . . .

. . . . turbojets maintain 10000 (or requested altitude if lower), props maintain 4000. Expect further clearance to filed altitude 10 minutes after departure. Maintain heading as assigned until vectored to appropriate VOR, airway, or jet route. Transponder code will be issued via PDC or Atlanta clearance delivery.

SPECIAL INSTRUCTIONS: Aircraft at midfield ramps will advise ramp towers of vector areas prior to pushback. The vector areas are associated with the depicted waypoints as follows:

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

NOTE: Upon receipt of ATC clearance (from ATL clearance delivery), read back only your call sign and transponder code, unless you have a question.

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