

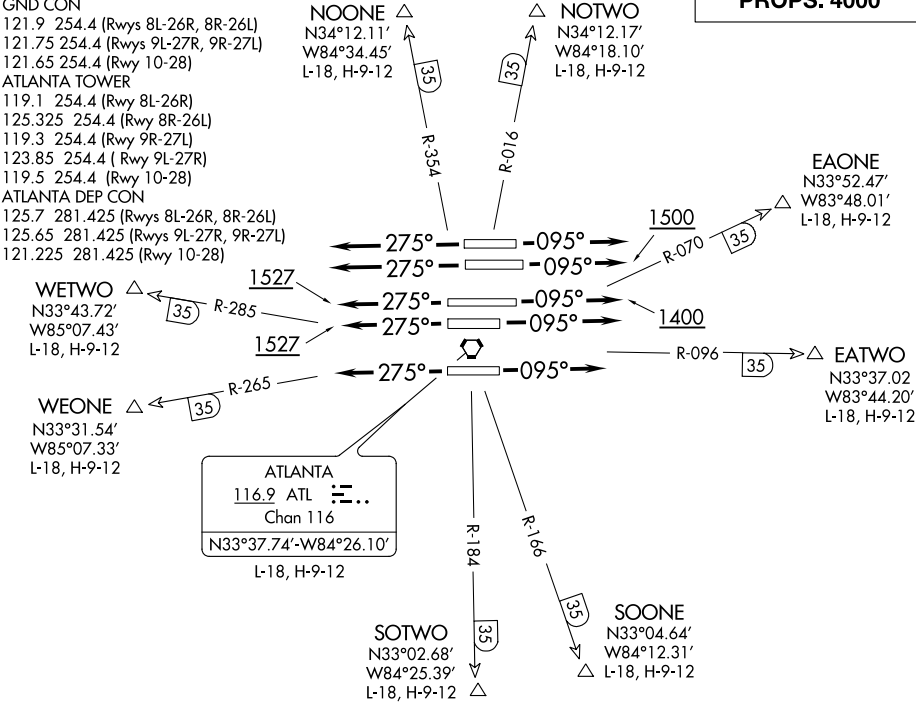
ATLANTA NINE DEPARTURE

AL-26 (FAA)

ATLANTA, GEORGIA

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)
ATLANTA DEP CON
125.7 281.425 (Rwys 8L-26R, 8R-26L)
125.65 281.425 (Rwys 9L-27R, 9R-27L)
121.225 281.425 (Rwy 10-28)

TOP ALTITUDE:
JETS: 10000
PROPS: 4000



TAKEOFF MINIMUMS

Rwys 8L, 9R, 10, 26L/R, 27L/R, 28: Standard.
Rwy 8R: 300-1 or standard with minimum climb of 250' per NM to 1200, or alternatively with standard 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 with minimum climb of 260' per NM to 1200.

- NOTE: RADAR required.
- 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.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.