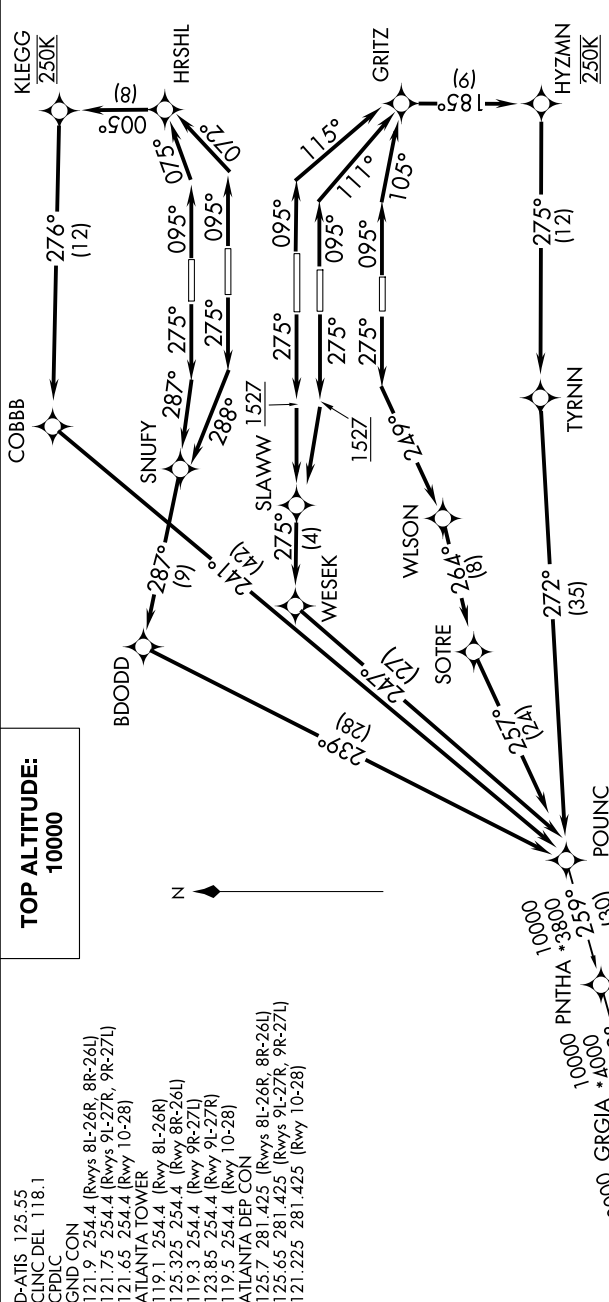


TOP ALTITUDE:
10000

D-ATIS 125.55
CINCDEL 118.1
CPD/C
GND CON 254.4 (Rwys 8L-26R, 8R-26L)
121.9 254.4 (Rwys 9L-27R, 9R-27L)
121.75 254.4 (Rwys 9L-27R, 9R-27L)
21.65 254.4 (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
257.281 425 (Rwys 8L-26R, 8R-26L)
256.5 281 425 (Rwys 9L-27R, 9R-27L)
121.225 281 425 (Rwy 10-28)

$$Z \leftarrow$$


NOTE: If unable to accept climb rate, advise Clearance Delivery on initial contact.

NOTE: Use departure frequency depicted unless otherwise advised.

NOTE: For Turbojet aircraft only.

NOTE: DME/DME/IRU or GPS Required.

NOTE: RNAV 1.

NOTE: RADAR Required for non-GPS equipped aircraft.

NOTE: Transponder code will be issued via PDC or Atlanta Clearance Delivery.

NOTE: Accelerate to 250K, if unable, advise both Tower and Departure Control
NOTE: Transponder code will be issued via 1 DC of Atlanta Clearance Delivery:

NOTE: Accelerate to 230 on initial contact.

NOTE: Aircraft at Midfield Ramps will advise Ramp Towers of departure SID on initial contact.

After all, all windfarm kaitiaki will advise kaitiaki towers of departures prior to pushback. Upon receipt of ATC Clearance (from ATC)

Clearance Delivery) read back on your call sign and transponder code.

unless you have a question.

NOTE: Chart not to scale.

TAKEOFF MINIMUMS:

RWYS 8L/R, 9L/R, 10, 26L/R, 27L/R, 28:

Standard with minimum climb of 500' per NM to 1527.

NARRATIVE ON FOLLOWING PAGE)