

(ATL2.ATL) 24305

## ATLANTA TWO DEPARTURE

HARTSFIELD/JACKSON ATLANTA INTL(ATL)

AL-26 (FAA)

ATLANTA, GEORGIA

ATLANTA DEP CON  
133.475 281.425 (Rwy 8L-26R, 8R-26L)  
125.65 281.425 (Rwy 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 (Rwy 8L-26R, 8R-26L)  
121.75 254.4 (Rwy 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)

WETWO

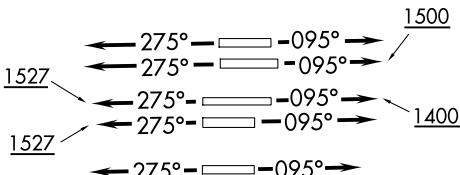
NOONE

RADAR required.

NOTWO

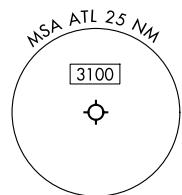
**TOP ALTITUDE:**  
**JETS: 10000**  
**PROPS: 4000**

EAONE



EATWO

WEONE



SOTWO

SOONE

### 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.

## ATLANTA TWO DEPARTURE

(ATL2.ATL) 25JAN24

ATLANTA, GEORGIA

HARTSFIELD/JACKSON ATLANTA INTL(ATL)



## 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.