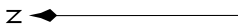


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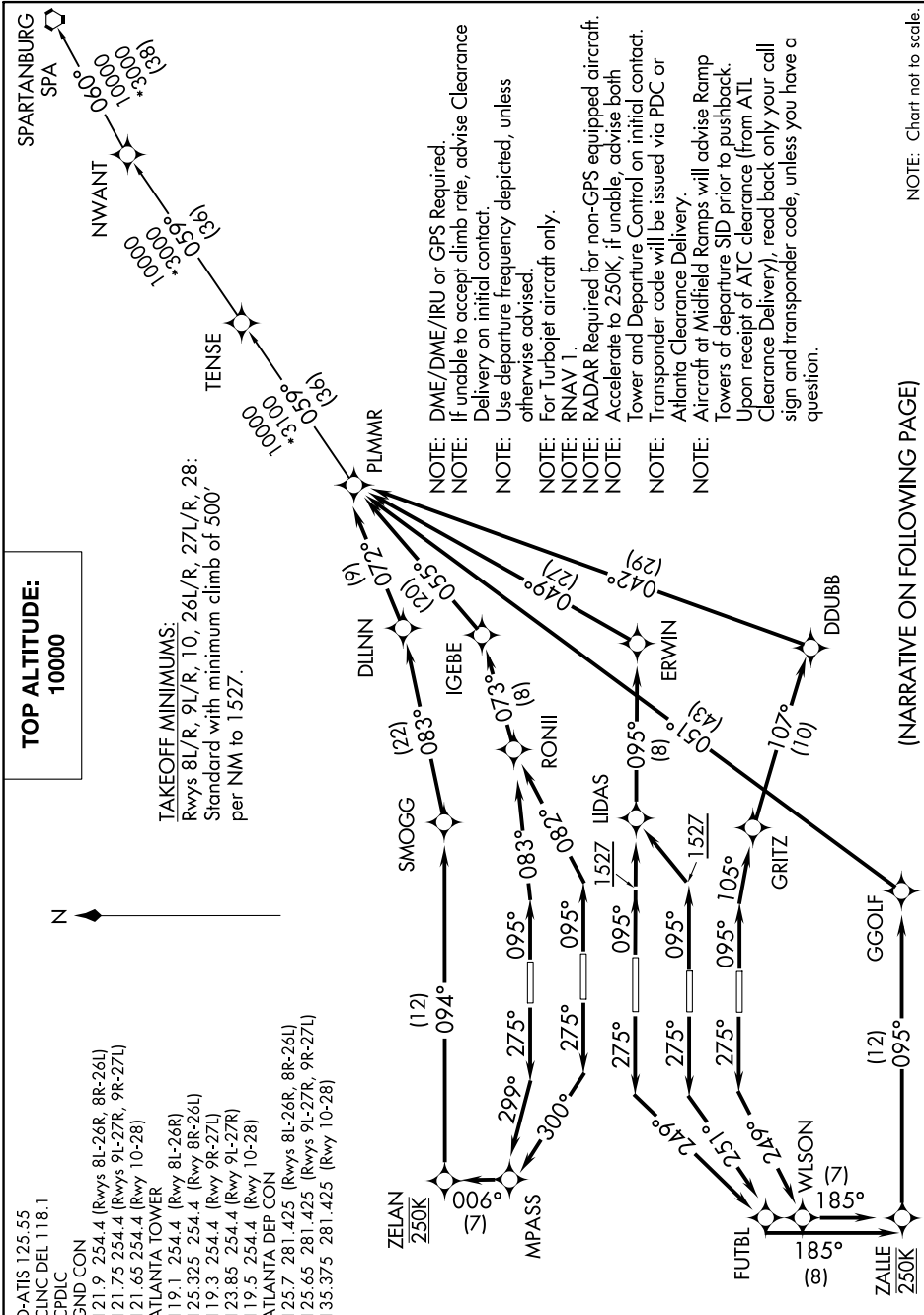
TOP ALTITUDE:  
10000

- D-ATIS 125.55
- CINC 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-27R)
- 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)
- 135.375 281.425 (Rwy 10-28)

TAKEOFF MINIMUMS:  
Rwys 8L/R, 9L/R, 10, 26L/R, 27L/R, 28:  
Standard with minimum climb of 500'  
per NM to 1527.



- NOTE: DME/DME/IRU or GPS Required. 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: RNAV 1.
- NOTE: RADAR Required for non-GPS equipped aircraft. Accelerate to 250K; if unable, advise both Tower and Departure Control on initial contact.
- NOTE: Tower and Departure Control will be issued via PDC or Atlanta Clearance Delivery.
- NOTE: Transponder code will be issued via PDC or Atlanta Clearance Delivery.
- NOTE: Aircraft of Midfield Ramps will advise Ramp Towers of departure SID prior to pushback. Upon receipt of ATC clearance (from ATL Clearance Delivery), read back only your call sign and transponder code, unless you have a question.



NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

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