

9/26/2024

FOR YOUR INFORMATION

2024-179/10-27

To: Airport Manager, Hartsfield-Jackson Atlanta Int'l (ATL), GA, FAA (AAS-1)

2158046

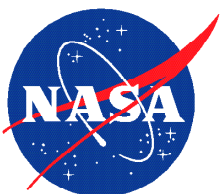
Info: FAA (AVP-1, AVP-200, AAS-300, ASO-600, AFS-260, AFS-200, ATM ATL Tower, ATM A80 TRACON, Director of Air Traffic Operations, ESA South, Runway Safety Team), A4A, ALPA, APA, ASAP, ATSAP, ATSG, IATA, ICAO, ICASS, IFALPA, CAPA, NATCA, NBAA, NTSB, RAA, SWAPA

From: Becky L. Hooey, Director
NASA Aviation Safety Reporting System

Re: ATL CUTTN2 Departure Speed Restriction Charting

We recently received ASRS reports describing a safety concern that may involve your area of operational responsibility. We do not have sufficient details to assess either the factual accuracy or possible gravity of the report. It is our policy to relay the reported information to the appropriate authority for evaluation and any necessary follow-up. We feel you should be aware of the enclosed deidentified report.

To properly assess the usefulness of our alert message service, we would appreciate it if you would take the time to give us your feedback on the value of the information that we have provided. Please contact Dr. Becky Hooey at (408) 541-2854 or email at becky.l.hooey@nasa.gov.



Aviation Safety Reporting System
P.O. Box 189 | Moffett Field, CA | 94035-0189



ACN 2158046**DATE / TIME**

Date of Occurrence	202408
Local Time Of Day	No Local Time Of Day Stated

PLACE

Locale	ATL.Airport
State	GA
Altitude - AGL	0

AIRCRAFT / EQUIPMENT X

ATC / Advisory - TRACON	A80
Make Model Name	Large Transport, Low Wing, 2 Turbojet Eng
Operating Under FAR Part	121

PERSON 1

Function - Flight Crew	Captain
ASRS Report Number	2158046

EVENTS

Anomaly	Deviation / Discrepancy - Procedural - Published Material / Policy
Detector - Person	Flight Crew

NARRATIVE 1

This report is specific to the ATL CUTTN 2 RNAV departure procedure. When departing from runways 8L or 8R the DP (Departure Procedure) contains a note to accelerate to 250 knots and cross the fix KLEGG at 250 knots. As currently written and depicted, this DP does not clearly indicate if this speed requirement restricts speed to 250 knots after KLEGG and above 10000 feet, or if departing aircraft are clear to accelerate to normal speed. For example, the ORD O'HARE 8 departure clearly states "Maintain 250 KT until advised by ATC". As currently published, the CUTTN 2 has no such clear instructions, and appears to allow aircraft to accelerate to greater than 250 knots after KLEGG. On our recent flight in ATL, ATC appears to expect aircraft speed to be limited to 250 knots after KLEGG. This unclear DP could contribute to an aircrew flight deviation in the future.

SYNOPSIS

Air carrier Captain reported the ATL CUTTN2 departure procedure does not restrict speed to 250 knots even though ATC expects aircraft to not exceed 250 knots.