

Flight Procedures Cover Page	Task Action: FLIGHT CHECK	Task Type: IAP	Estimated Chart Date: 11/03/2022	APWS Task ID: 238812AE563C42428A891E0AE3BE472E	APWS Project ID: BE76F97A33FE456E9E9230D206A33B88
Procedure: ILS OR LOC RWY 27 AMDT 6		Enroute: NO	Specialist: Sweeting, Dexter		Agreement Number:
Airport ID: KRYY			Airport City: ATLANTA		State: GA
Facility ID: RYY	Facility Type: ILS	Flight Inspection Remark Type: New FC Slot			
<p>Procedure Comments: ACTIVE DATA USED FOR KRYY AIRPORT AND RUNWAYS; PENDING DATA USED FOR I-RYY NAVAID.</p> <p>PDK VOR MON.</p> <p>INSTALLATION OF DME TO I-RYY NAVAID.</p> <p>CONTACT: DONALD LANIER 405-954-8242.</p> <p>09/26/2022: THIS IS A CORRECTED COPY OF THE FORM APPROVED ON 06/23/2022.</p> <p>1. PROFILE LINE 4: REMOVED (*) FROM CUMAV/I-RYY 2.89 DME.</p> <p>2. NOTES: REMOVED *1680 WHEN USING JACKSON ATLANTA INTL ALTIMETER SETTING AND MOVED TO BACK OF -9.</p> <p><i>Digitally signed by</i> ERIC N SUSKI Sep 26, 2022</p>					

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6.10.2022
BD

DME required. RADAR required for procedure entry.

▼

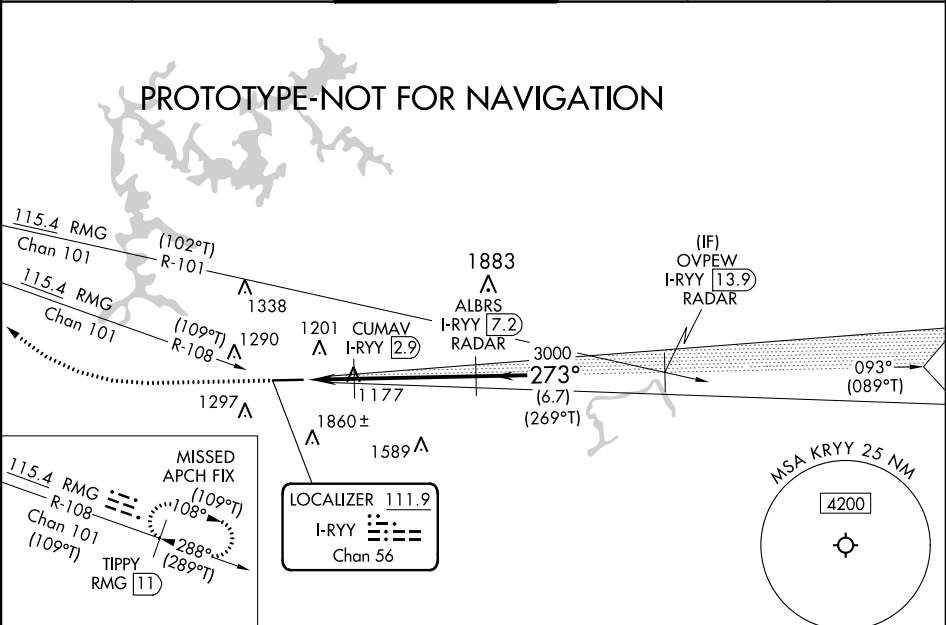
▲

Inop table does not apply to S-ILS 27.

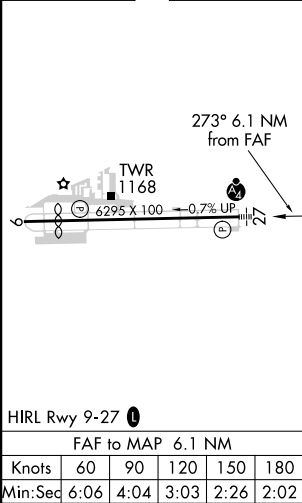
MALSF

MISSED APPROACH: Climb to 1600 then climbing right turn to 3500 on heading 300° and on RMG VORTAC R-108 to TIPPY/RMG 11 DME and hold.

ATIS	ATLANTA APP CON	MCCOLLUM TOWER ★	GND CON	CLNC DEL	UNICOM
128.125	121.0 268.7	125.9 (CTAF) 0	119.0	119.0 268.7	122.7



ELEV 1040	D	TDZE 1011
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	1600	3500	RMG R-108	TIPPY RMG 11	OVPEW I-RYY [13.9] RADAR
		hdg 300°			
			1620	3000	3500
			1.8 NM	4.3 NM	6.7 NM
CATEGORY	A	B	C	D	
S-ILS 27	1211-¾ 200 (200-¾)				
S-LOC 27	1620-¾	609 (600-¾)	1620-1½	609 (600-1½)	
CIRCLING	1800-1	760 (800-1)	2180-3	1140 (1200-3)	
CUMAV FIX MINIMUMS					
S-LOC 27	1480-¾	469 (500-¾)	1480-1½	469 (500-1½)	
CIRCLING	1800-1	760 (800-1)	2180-3	1140 (1200-3)	

OLD

ATLANTA, GEORGIA

FIG

LOC/DME I-RYY 111.9 Chan 56	APP CRS 273°	Rwy Idg 5374 TDZE 1011 Apt Elev 1040
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ILS or LOC RWY 27
COBB COUNTY INTL/MCCOLLUM FLD (RYY)

DME required. RADAR required for procedure entry.

▼ Inoperative table does not apply to S-ILS 27. For inoperative ALS, increase S-LOC 27 Cats C and D visibility to $1\frac{3}{8}$

*1680 when using Jackson Atlanta Intl altimeter setting.

MALSF



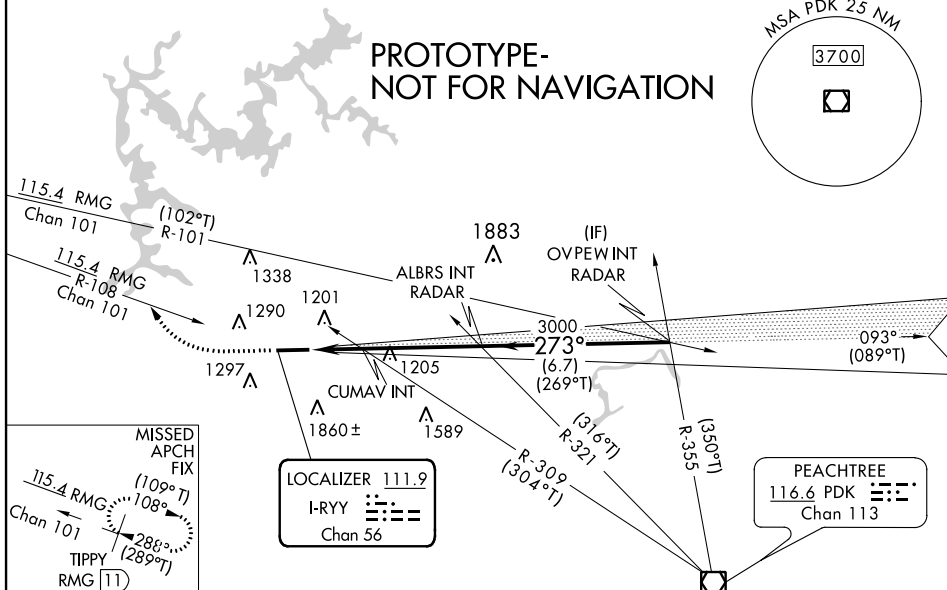
MISSED APPROACH: Climb to 1600 then climbing right turn to 3500 on heading 300° and on RMG VORTAC R-108 to TIPPY/RMG 11 DME and hold.

ATIS 128.125	ATLANTA APP CON 121.0 268.7	MCCOLLUM TOWER ★ 125.9 (CTAF) L	GND CON 119.0	CLNC DEL 119.0 268.7	UNICOM 122.7
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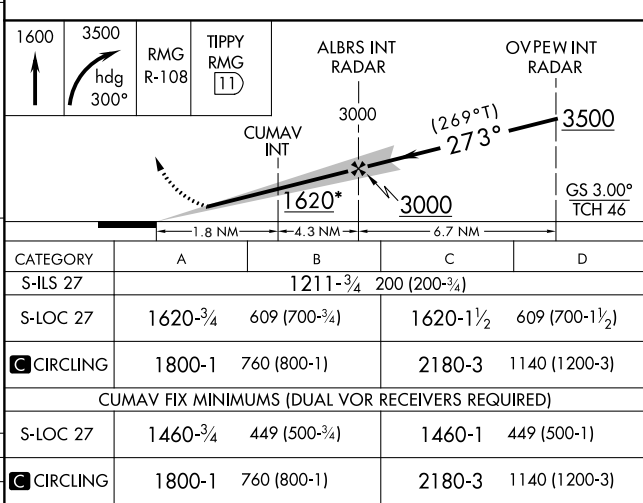
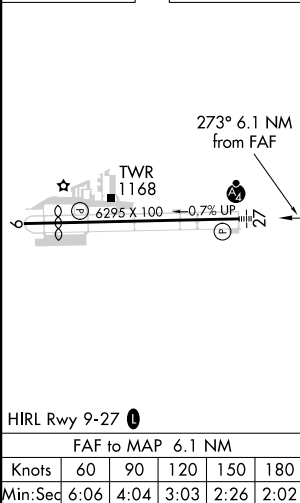
PROTOTYPE-
NOT FOR NAVIGATION

MSA PDK 25 NM

3700



ELEV 1040	D	TDZE 1011
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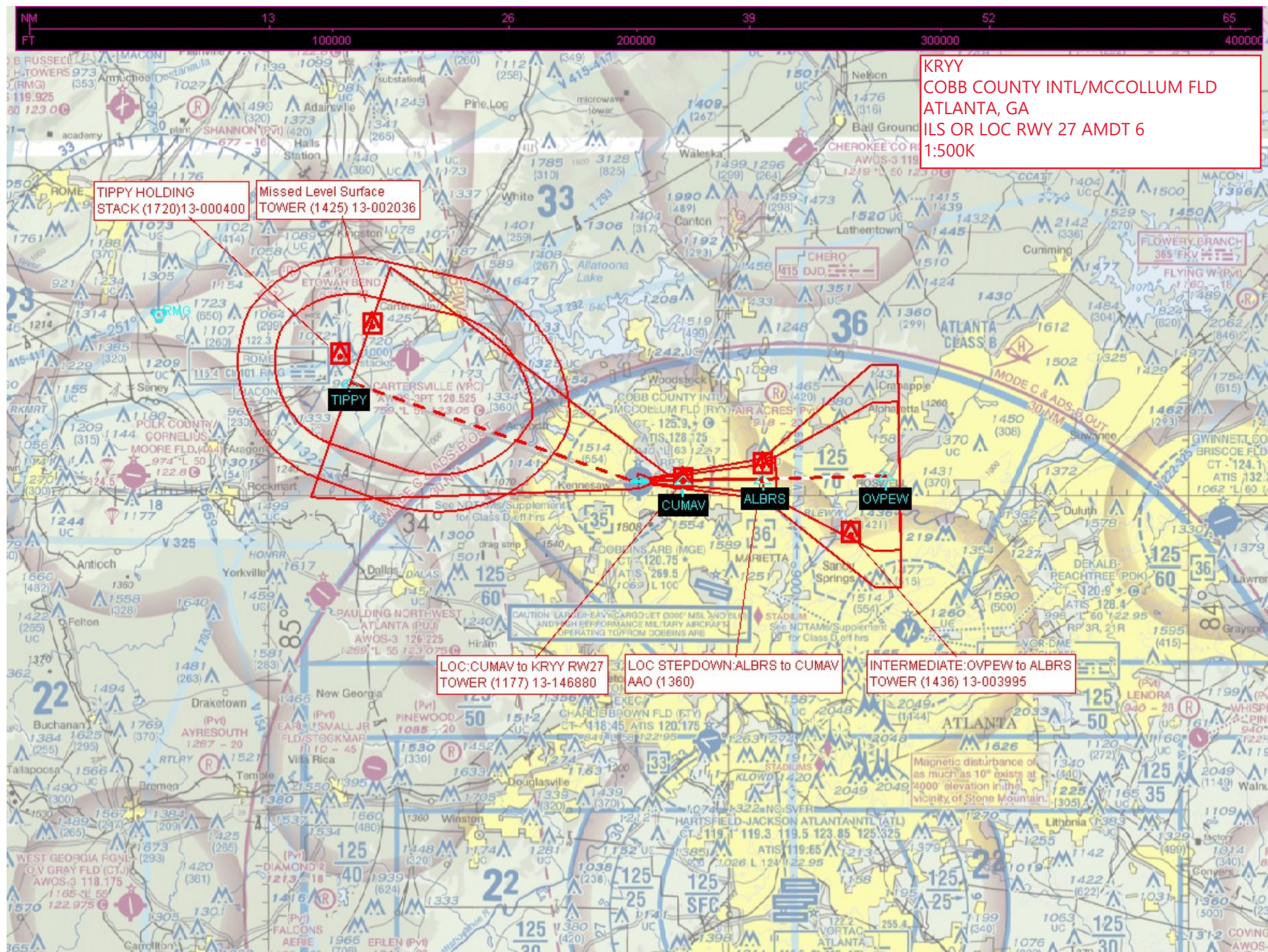
ATLANTA, GEORGIA

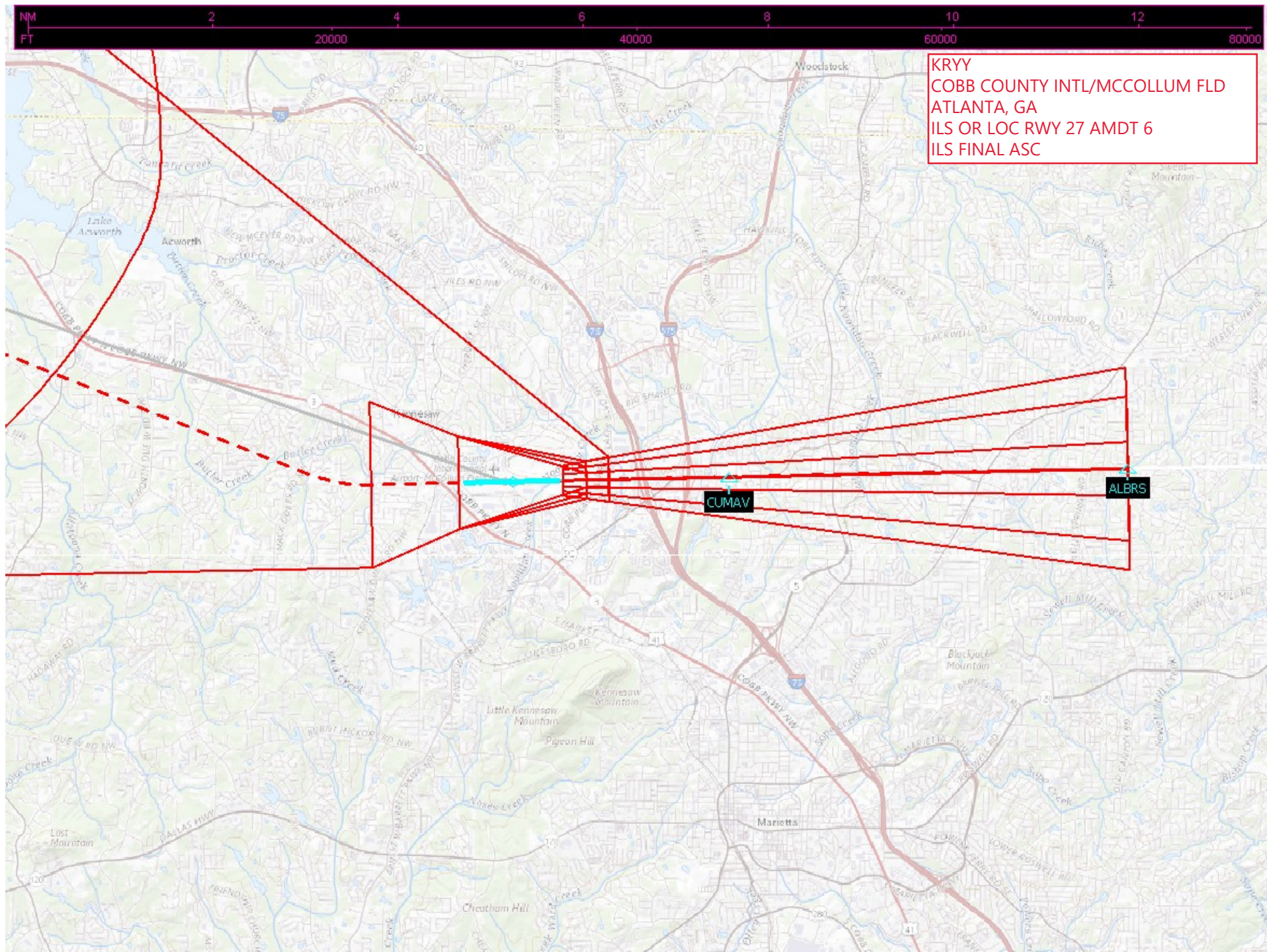
Amdt 5 FIG

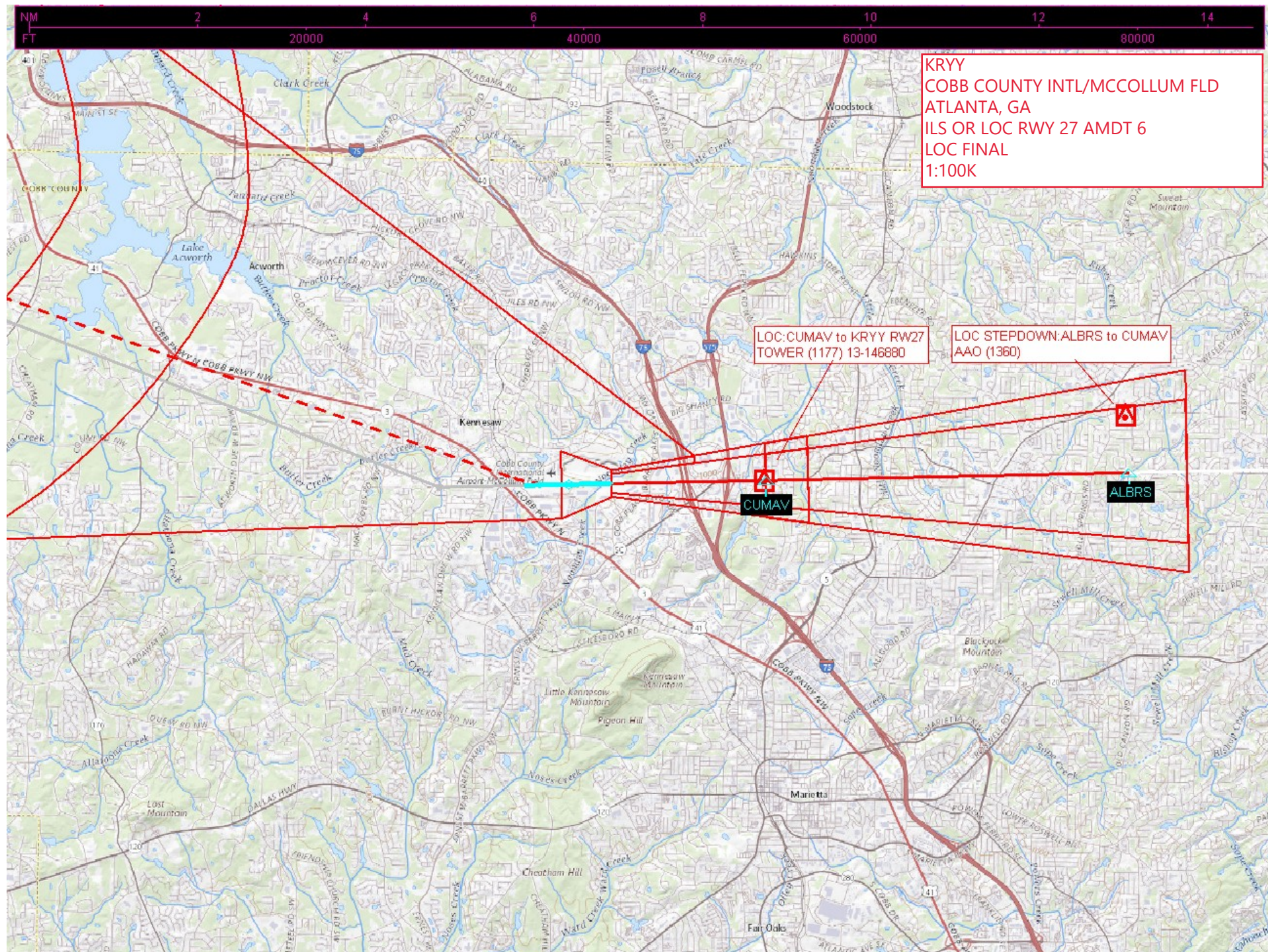
COBB COUNTY INTL/MCCOLLUM FLD (RYY)

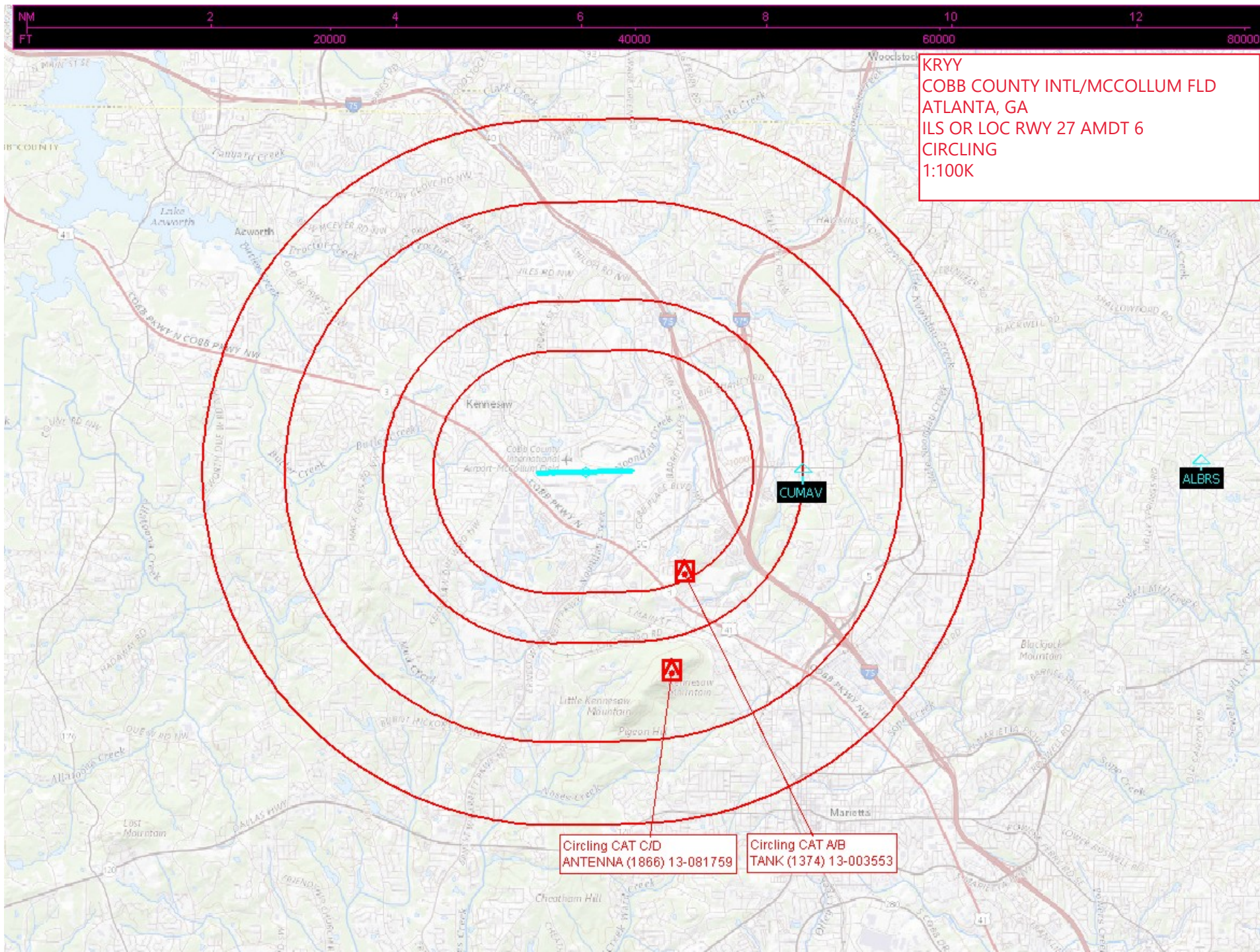
34°01'N-84°36'W

ILS or LOC RWY 27









KRYV
COBB COUNTY INTL/MCCOLLUM FLD
ATLANTA, GA
ILS OR LOC RWY 27 AMDT 6
CIRCLING
1:100K

CUMAV

ALBRS

Circling CAT C/D
ANTENNA (1866) 13-081759

Circling CAT A/B
TANK (1374) 13-003553

Federal Aviation Administration Categorical Exclusion Declaration

Date: 07/06/21

IFP: Erstfeld, David (David.F.Erstfeld@faa.gov)

Airport Contact: -

Request ID: KRYY_21630

Single or Multiple Procedure: Multiple

Procedure Name(s): ILS 27 Amdt 5 RNAV (GPS) 9 Amdt 4 RNAV (GPS) 27 Amdt 5

Procedure Request Description:

Procedures to be amended due to ATL and PDK VOR decommissionings. RNAVs added due to shared fix/ and optimize procedure design, add TAAs.

Procedure Benefit: All procedures needed. Project to remove ATL VOR (and if LP DME data becomes available PDK VOR to support ILS 27). Data for LP DME is not available currently, however, when available will be included. Tracks will not change from this document should LP DME data become available.

Procedure Need: Reason for project is due to VOR decommissionings.

Declaration of Exclusion:

The FAA has reviewed the above referenced proposed action and it has been determined, by the undersigned, to be categorically excluded from further environmental documentation according to FAA Order 1050.1, "Environmental Impacts: Policies and Procedures." The implementation of this action will not result in any extraordinary circumstances in accordance with FAA Order 1050.1.

Basis for this Determination:

This review was conducted in accordance with policies and procedures in Department of Transportation Order 5610.1, "Procedures for Considering Environmental Impacts" and FAA Order 1050.1.

The applicable Categorical Exclusion is:

5-6.5.i: Establishment of new or revised air traffic control procedures conducted at 3,000 feet or more above ground level (AGL); procedures conducted below 3,000 feet AGL that do not cause traffic to be routinely routed over noise sensitive areas; modifications to currently approved procedures conducted below 3,000 feet AGL that do not significantly increase noise over noise sensitive areas; and increases in minimum altitudes and landing minima. For modifications to air traffic procedures at or above 3,000 feet AGL, the Noise Screening Tool (NST) or other FAA-approved environmental screening methodology should be applied. (ATO, AVS)

The above flight procedure has been developed within the accepted parameters.

Concurrence/Reviewed By: Veronda Johnson Date: July 6, 2021

Title: Environmental Protection Specialist

Approved By: Charles J Gibson Date: July 6, 2021

Title: Manager, Environmental, CI & NAS Analytics