

# FEDERAL AVIATION ADMINISTRATION FLIGHT STANDARDS SERVICE ILS STANDARD INSTRUMENT APPROACH PROCEDURE TITLE 14 CFR PART 97.29

Bearings, headings, courses, tracks and radials are magnetic. Elevations and altitudes are in feet, MSL, except HAT, HAA, TCH, and RA. Altitudes are minimum altitudes unless otherwise indicated.  
Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles or feet RVR.

<u>AIRPORT ID</u>	<u>PROCEDURE NAME</u>	<u>ORIGINAL/AMENDMENT</u>	<u>CITY</u>	<u>STATE</u>		
OPN	ILS OR LOC RWY 30	4	THOMASTON	GA		
<u>AIRPORT ELEVATION</u>	<u>TDZE</u>	<u>SUPERSEDED</u>	<u>ORIGINAL/AMENDMENT</u>	<u>DATED</u>	<u>MAG VAR</u>	<u>EPOCH YEAR</u>
798	796	ILS OR LOC RWY 30	3	03/24/2022	3W	1995
<u>FACILITY</u>	<u>COORDINATES OF FACILITIES</u>	<u>ACTUAL EFFECTIVE DATE</u>	<u>REQUIRED EFFECTIVE DATE</u>	<u>CANCEL/SUSPEND</u>		
I-OPN			ROUTINE			

## TERMINAL ROUTES

<u>FROM</u>	<u>FIX TYPE</u>	<u>TO</u>	<u>FIX TYPE</u>	<u>LEG TYPE</u>	<u>FO/FB</u>	<u>RNP</u>	<u>COURSE</u>	<u>DISTANCE</u>	<u>ALTITUDE</u>
SINFO/I-OPN 12.88 DME/RADAR	IF/IAF	PUMOE/I-OPN 6.18 DME/RADAR	PFAF				300.76 (I-OPN)	6.70	2500
PUMOE/I-OPN 6.18 DME/RADAR	FAF	GUNHO/I-OPN 3.50 DME/RADAR					300.76 (I-OPN)	2.68	
GUNHO/I-OPN 3.50 DME/RADAR		5.19 NM AFTER PUMOE/I-OPN 6.18 DME/RADAR OR AT I-OPN 0.99 DME	MAP				300.76 (I-OPN)	2.51	
5.19 NM AFTER PUMOE/I-OPN 6.18 DME/RADAR OR AT I-OPN 0.99 DME	MAP	1500 MSL		CA			300.76		
1500 MSL		SINFO		DF	FO	1.00			2600

## MISSED APPROACH

### MAP:

ILS: DA  
LOC: 5.19 NM AFTER PUMOE/I-OPN 6.18 DME/RADAR OR AT I-OPN 0.99 DME

### MISSED APPROACH INSTRUCTIONS:

CLIMB TO 1500 THEN CLIMBING LEFT TURN TO 2600 DIRECT SINFO AND HOLD.

### ALTERNATE MISSED APPROACH INSTRUCTIONS:

### PROFILE:

- PT SIDE OF COURSE OUTBOUND FT WITHIN MILES OF (IAF)
- HOLD SE SINFO, RT, 300.76 INBOUND, 2600 FT. IN LIEU OF PT (IF/IAF), MAX 6000.
- FAC: 300.76 FAF: PUMOE/I-OPN 6.18 DME/RADAR DIST FAF TO MAP: 5.19 DIST FAF TO THLD: 5.19
- MIN ALT: SINFO/I-OPN 12.88 DME/RADAR 2600, PUMOE/I-OPN 6.18 DME/RADAR 2500, GUNHO/I-OPN 3.50 DME/RADAR 1640
- DIST TO THLD FROM OM: MM: IM: 150 HAT: GS ANT: 1000
- MIN GS INCPT: 2500 GS ALT AT PFAF: PUMOE/I-OPN 6.18 DME/RADAR 2500 OM: MM: IM:
- GS ANGLE: 3.00 34:1: 20:1: TCH: 50.4
- MSA FROM: ARP KOPN 3500



**PBN REQUIREMENTS NOTE:**

RNP APCH - GPS.

**EQUIPMENT REQUIREMENTS NOTES:**

DME OR RADAR REQUIRED.

**NOTES:**

CHART PROFILE NOTE: VGSI AND ILS GLIDEPATH NOT COINCIDENT (VGSI ANGLE {ANGLE}/TCH {FEET}).  
CHART NOTE: FOR INOPERATIVE ALS, INCREASE S-LOC 30 CATS C, D VISIBILITY TO 1 SM.

**ADDITIONAL FLIGHT DATA:**

CHART FAS OBST: 894 TREE (13-026474) 325658N/0841438W.  
CHART VDP AT 2.05 DME.  
DISTANCE VDP TO THLD 1.06 NM.

**MINIMUMS:****TAKEOFF: SEE FAA FORM 8260-15A FOR THIS AIRPORT****ALTERNATE:** NA ☐ ILS: STANDARD - NA WHEN LOCAL WEATHER NOT AVAILABLE.; LOC: STANDARD - CAT D 900-3, NA WHEN LOCAL WEATHER NOT AVAILABLE.

<u>CATEGORY:</u>	<u>A</u>			<u>B</u>			<u>C</u>			<u>D</u>			<u>E</u>		
<u>FINAL TYPE</u>	<u>DA/MDA</u>	<u>VIS</u>	<u>HAT/HAA</u>	<u>DA/MDA</u>	<u>VIS</u>	<u>HAT/HAA</u>	<u>DA/MDA</u>	<u>VIS</u>	<u>HAT/HAA</u>	<u>DA/MDA</u>	<u>VIS</u>	<u>HAT/HAA</u>	<u>DA/MDA</u>	<u>VIS</u>	<u>HAT/HAA</u>
S-ILS 30	1016	1/2	220	1016	1/2	220	1016	1/2	220	1016	1/2	220			
S-LOC 30	1160	1/2	364	1160	1/2	364	1160	5/8	364	1160	5/8	364			
CIRCLING	1240	1	442	1260	1	462	1260	1 1/2	462	1680	3	882			

**CHANGES - REASONS**

1. REMOVED FEEDER ROUTES FROM PRATZ INT AND OP NDB FROM TERMINAL ROUTES – PER FPT/ATC REQUEST
2. ADDED FINAL AND MISSED APPROACH SEGMENT INFORMATION TO TERMINAL ROUTES – MISSED APPROACH CONVERTED TO RNAV; 8260.19J 8-6-4.A.6.
3. CHANGED MISSED APPROACH INSTRUCTIONS FROM CONVENTIONAL TO RNAV ROUTING – CONVENTIONAL POSITIVE COURSE GUIDANCE NOT AVAILABLE AFTER REMOVAL OF OP NDB
4. REMOVED OM AND MM INFORMATION FROM PROFILE LINES 5 AND 6 – OP NDB DECOMMISSIONING
5. CHANGED PROFILE LINE 8 MSA CENTERPOINT FROM OP NDB TO KOPN ARP – OP NDB DECOMMISSIONING, NO OMNI-DIRECTIONAL FACILITY WITHIN 30 NM
6. ADDED PBN REQUIREMENTS NOTE “RNP APCH – GPS” – REQUIRED DUE TO RNAV MISSED APPROACH; 8260.19J 8-6-8.B.
7. REMOVED EQUIPMENT REQUIREMENTS NOTE “ADF REQUIRED FOR PROCEDURE ENTRY” – OP NDB DECOMMISSIONING
8. REMOVED CHART NOTE “PROCEDURE NA FOR ARRIVAL AT PRATZ INT ON V97 SOUTHBOUND AND ON V56 WESTBOUND” – PRATZ INT FEEDER REMOVED FROM PROCEDURE
9. VDP POSITION MOVED FROM I-OPN 2.00 DME/1.01 NM FROM RWY 30 THLD TO I-OPN 2.05 DME/1.06 NM FROM RWY 30 THLD – 8260.3F FORMULA 2-6-5
10. INCREASED S-ILS-30 DA/HAT FROM 996/200 TO 1016/220 - NEW CONTROLLING OBSTACLE IN MISSED APPROACH
11. INCREASED CIRCLING CAT A MDA/HAT FROM 1220/422 TO 1240/442 – NEW CONTROLLING OBSTACLE

COORDINATED WITH:

A4A

☐

ALPA

☒

AOPA

☒

APA

☐

HAI

☐

NBAA

☒

OTHER: ZTL, ATL APP CON, AMGR

FLIGHT CHECKED BY

GEORGE E SEARLES

Digitally signed by  
**CASIMIR L TABAKA**  
Mar 03, 2025

OFFICE

AJF

DATE

03/01/2025

DEVELOPED BY

JON NEIDIGH

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**JON M NEIDIGH**  
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OFFICE

AJV-A432

DATE

11/15/2024

APPROVED BY

CASIMIR L. TABAKA

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Mar 03, 2025

OFFICE

AJV-A432

DATE

**TITLE**  
MANAGER



# FEDERAL AVIATION ADMINISTRATION FLIGHT STANDARDS SERVICE STANDARD INSTRUMENT APPROACH PROCEDURE DATA RECORD

<u>AIRPORT ID</u>	<u>PROCEDURE NAME</u>	<u>AMDT NO.</u>	<u>CITY</u>	<u>STATE</u>	<u>AIRPORT ELEVATION</u>	<u>FACILITY</u>
OPN	ILS OR LOC RWY 30	4	THOMASTON	GA	798	I-OPN

## PART A: OBSTRUCTION DATA SEGMENTS

### INTERMEDIATE

**FROM**  
SINFO/I-OPN 12.88 DME/RADAR (IF/IAF)

**TO**  
PUMOE/I-OPN 6.18 DME/RADAR

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>	<u>HAT</u>	<u>HMAS</u>
	6.70				

<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
TOWER (13-003327)	325237.16N/0840515.19W	1194	250	50	4D	500				AT806	2500
TERRAIN	325515.00N/0840745.00W	784 (800)								AS1500	2300

### COMPUTATIONS

ALT   KIAS   KTAS   HAA   VKTW   TR   BA   DTA   COURSE CHANGE   DVEB   VEB OCS   RF CENTER FIX/DISTANCE

### SEGMENT REMARKS:

### FINAL: ILS

**FROM**  
PUMOE/I-OPN 6.18 DME/RADAR

**TO**  
RW30

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>	<u>HAT</u>	<u>HMAS</u>
	5.19		DA	220	

<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
							ASC			MA20	1016

### COMPUTATIONS

ALT   KIAS   KTAS   HAA   VKTW   TR   BA   DTA   COURSE CHANGE   DVEB   VEB OCS   RF CENTER FIX/DISTANCE

### SEGMENT REMARKS:

FINAL: LOC

FROM

PUMOE/I-OPN 6.18 DME/RADAR

TO

GUNHO/I-OPN 3.50 DME/RADAR

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>	<u>HMAS</u>			
	2.68										
<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
AAO	325557.00N/0841136.00W	971	215	8	4B	250				RA80 DG339	1640

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

FINAL: LOC STEPDOWN

FROM

GUNHO/I-OPN 3.50 DME/RADAR

TO

5.19 NM AFTER PUMOE/I-OPN 6.18 DME/RADAR OR AT I-OPN 0.99 DME

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>	<u>HMAS</u>			
	2.51		5.19 NM AFTER PUMOE/I- OPN 6.18 DME/RADAR OR AT I-OPN 0.99 DME				364				
<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
TREE (13-026474)	325657.61N/0841437.84W	894	50	20	2C	250					1160

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

HOLD-IN-LIEU OF PT

FROM  
SINFO

TO  
P-4

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u> P-4	<u>MAP</u>		<u>HAT</u>				<u>HMAS</u>		
<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
TOWER (13-003327)	325237.16N/0840515.19W	1194	250	50	4D	1000				AT406	2600
TERRAIN	325548.00N/0840512.00W	764 (800)								AS1500	2300

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

MISSSED APPROACH: ILS

FROM  
DA

TO  
SINFO

<u>RNP</u> 1.00	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>	<u>HMAS</u> 842			
<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
TREE	325715.00N/0841521.00W	908	215	8	4B		ASC				2600
TOWER (13-166883)	325903.55N/0842142.12W	1524	20	3	1A	1000					2600
TERRAIN	325903.00N/0842148.00W	1269 (1300)								AS1000	2300

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

MISSSED APPROACH: LOC

FROM

5.19 NM AFTER PUMOE/I-OPN 6.18 DME/RADAR OR AT I-OPN 0.99 DME

TO

SINFO

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>	<u>HMAS</u>			
1.00											910
<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
							ASC				2600
TOWER (13-166883)	325903.55N/0842142.12W	1524	20	3	1A	1000					2600
TERRAIN	325903.00N/0842148.00W	1269 (1300)								AS1000	2300

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

CIRCLING

☐ ALL CATS

☒ CAT A

☒ CAT B

☒ CAT C

☒ CAT D

☐ CAT E

☐ NOT AUTHORIZED

OBSTRUCTION	COORDINATES	RADIUS	HAA	ELEV MSL	HORZ	VERT	AC	ROC	OCS	ADJUSTMENTS	MIN ALT
CATEGORY A											
TREE	325757.00N/0841451.00W	1.30	442	934	215	8	4B	300			1240
CATEGORY B											
TREE	325757.00N/0841451.00W	1.83	462	934	215	8	4B	300		HA26	1260
CATEGORY C											
TREE	325921.00N/0841336.00W	2.88	462	944	215	8	4B	300			1260
CATEGORY D											
AAO	330027.00N/0841851.00W	3.77	882	1323	215	8	4B	300		HA57	1680

CIRCLING REMARKS:

MSA

CENTER

ARP KOPN

RADIUS

25

SECTOR	OBSTRUCTION	COORDINATES	BEARING	DISTANCE	ELEV MSL	HORZ	VERT	AC	ROC	OCS	ADJUSTMENTS	MIN ALT
360-360	TOWER (13-002691)	330504.94N/0844611.85W	290	26.7	2480	500	125	5E	1000			3500

MSA REMARKS:



NOTES/EXPLANATIONS FROM PROCEDURE SEGMENTS:

PART B: SUPPLEMENTAL DATA

COMMUNICATIONS WITH

ZTL ARTCC, ATL APP CON

<u>WX SERVICE</u> AWOS-3	<u>LOCATION</u> OPN	<u>HRS OPERATION</u> 24	<u>ALTIMETER SOURCE</u> OPN	<u>DISTANCE</u> 0	<u>WMSCR</u> Y	<u>ADJUSTMENTS</u> 0
<u>BACK-UP WX SERVICE</u> ASOS	<u>LOCATION</u> FFC	<u>HRS OPERATION</u> 24	<u>ALTIMETER SOURCE</u> FFC	<u>DISTANCE</u> 28.68	<u>WMSCR</u> Y	<u>ADJUSTMENTS</u> 68

WX REMARKS:

RASS PRESSURE PATTERNS THE SAME  
KOPN 798, KFFC 808  
RA = 67.3

<u>PRIMARY NAVAID</u> I-OPN	<u>MONITOR POINT</u> TERMINAL	<u>HRS OPERATION</u> 24	<u>CAT</u> 1
<u>APPROACH AND RUNWAY LIGHTING SYSTEM</u>		<u>RUNWAY MARKINGS</u>	<u>RUNWAY VISUAL RANGE</u>
RW12 - MIRL (PCL), PAPI-2L (PCL)		PIR-G	
RW30 - MALSR (PCL), MIRL (PCL), PAPI-2L (PCL)		PIR-G	

<u>GLIDESLOPE ANGLE</u> 3.00	<u>ELEV RWY THRESHOLD</u> 795.8	<u>TCH</u> 50.4	<u>ELEV GS ANTENNA</u> 791.4	<u>DISTANCE FROM RWY</u> 1000	<u>VGSI ANGLE</u> 3.00	<u>TCH</u> 27.0
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FINAL APPROACH COURSE AIMING

RUNWAY THRESHOLD	<div>X</div>	FT FROM THRESHOLD	DISPLACED THRESHOLD DISTANCE	699
ON CENTERLINE	<div>X</div>	FT FROM CENTERLINE		

CRITICAL TEMPERATURES

<u>CRITICAL LOW</u>	<u>CRITICAL HIGH</u>	<u>ACT</u>	<u>APT ISA</u>
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CRITICAL TEMPERATURE REMARKS:

"VISUAL PORTION OF FINAL" PENETRATIONS



HELICOPTER 'VISUAL PORTION OF FINAL' PENETRATIONS

and/or

5280-FT "PROCEED VFR" SEGMENT LEVEL SURFACE AREA PENETRATIONS

PENETRATIONS REMARKS:

PART C: GENERAL REMARKS:

PRECIPITOUS TERRAIN EVALUATION COMPLETED.

100 FT VEGETATION USED PER FPT.

FEEDER ROUTE NOT DEVELOPED PER FPT/ATC REQUEST.

BACKUP ALTIMETER CONTINGENCY NOTES:

- WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE FFC ALTIMETER SETTING AND INCREASE S-ILS 30 DA TO 1084 FEET; INCREASE ALL MDAS 80 FEET AND S-LOC 30 VISIBILITY CAT C/D 1/4 SM.
- VDP NA WHEN USING FFC ALTIMETER SETTING.
- FOR INOPERATIVE ALS WHEN USING FFC ALTIMETER SETTING, INCREASE S-ILS 30 ALL CATS VISIBILITY TO 7/8 SM.

ORDER 8260.3, CHAPTER 2, NEW CIRCLING CRITERIA APPLIED.

PART D: AIRSPACE

DOCKET #

ALL DISTANCES TO 1/100NM; ELEVATION TO NEAREST 100 FEET; COORDINATES TO 1/100 SECOND; DEG TO 1/100 DEGREE

DISTANCE FROM	THLD	TO 1000FT POINT	3.00
WIDTH OF	FINAL	SEGMENT AT 1000FT POINT	0.87
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1000FT POINT	297.76
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1000FT POINT	800
DISTANCE FROM	THLD	TO 1500FT POINT	4.79
WIDTH OF	FINAL	SEGMENT AT 1500FT POINT	1.25
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1500FT POINT	297.76
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1500FT POINT	800

THRESHOLD COORDINATES (IF STR-IN)

325706.60N/0841525.00W

ARP COORDINATES

325718.01N/0841550.71W

RUNWAY APCH END AND DIST FURTHEST FROM ARP

RUNWAY 30 DISTANCE 0.52 NM

FAF COORDINATES

325441.03N/0840957.52W

FIX NAME COORDINATES

REMARKS

NO ADDITIONAL AIRSPACE REQUIRED.

THLD DISPLACED 699FT, ACTUAL COORDINATES: 325703.38N/0841517.74W

PART E: PREPARED BY

NAME

JON NEIDIGH

OFFICE

AJV-A432

DATE

11/15/2024

TITLE

AERONAUTICAL INFORMATION SPECIALIST

