

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> KPUJ	<u>PROCEDURE NAME</u> ILS OR LOC RWY 31	<u>ORIGINAL/AMENDMENT</u> 1	<u>CITY</u> ATLANTA	<u>STATE</u> GA		
<u>AIRPORT ELEVATION</u> 1289	<u>TDZE</u> 1283	<u>SUPERSEDED</u> ILS OR LOC/DME RWY 31	<u>ORIGINAL/AMENDMENT</u> ORIG-C	<u>DATED</u> 12/06/2018	<u>MAG VAR</u> 4W	<u>EPOCH YEAR</u> 2010
<u>FACILITY</u> I-PUJ	<u>COORDINATES OF FACILITIES</u>	<u>ACTUAL EFFECTIVE DATE</u>	<u>REQUIRED EFFECTIVE DATE</u> ROUTINE	<u>CANCEL/SUSPEND</u>		

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>
OOUDT/12.19 DME/RADAR	IF	PUJJY/6.09 DME					311.45	6.10 (I-PUJ)	2900

MISSED APPROACH

MAP:

ILS: DA
LOC: I-PUJ 1.16 DME

MISSED APPROACH INSTRUCTIONS:

CLIMB TO 3000 THEN CLIMBING RIGHT TURN TO 3600 ON HEADING 066 AND RMG VORTAC R-132 TO DALAS INT/RMG 18.49 DME AND HOLD.

ALTERNATE MISSED APPROACH INSTRUCTIONS:

PROFILE:

1. PT SIDE OF COURSE OUTBOUND FT WITHIN MILES OF (IAF)
2. PROFILE STARTS AT OOUDT
3. FAF: 311.45 FAF: PUJJY/6.09 DME DIST FAF TO MAP: DIST FAF TO THLD: 4.93
4. MIN ALT: OOUDT/12.19 DME/RADAR 3000, PUJJY/6.09 DME 2900
5. DIST TO THLD FROM OM: MM: IM: 150 HAT: GS ANT: 1024
6. MIN GS INCPT: 2900 GS ALT AT FAF : PUJJY/6.09 DME 2900 OM: MM: IM:
7. GP ANGLE: 3.00 34:1: 20:1: TCH: 48.0
8. MSA FROM: RMG VORTAC 4200

EQUIPMENT REQUIREMENTS NOTES:

DME REQUIRED.
RADAR REQUIRED FOR PROCEDURE ENTRY.

NOTES:

CHART NOTE: AUTOPILOT COUPLED APPROACH NA BELOW 1680.



ADDITIONAL FLIGHT DATA:

HOLD NW, LT, 131.88 INBOUND.
FAS OBST: 1380 AAO 335142N/0845151W.
CHART VDP AT 2.25 DME*
DISTANCE VDP TO THLD 1.09 NM.
*LOC ONLY.
CHART CIRCLING ICON.

MINIMUMS:

TAKEOFF: SEE FAA FORM 8260-15A FOR THIS AIRPORT

ALTERNATE: NA ☐ ILS: STANDARD - NA WHEN LOCAL WEATHER NOT AVAILABLE., NA WHEN TERMINAL BLDG CLOSED.; LOC: STANDARD - NA WHEN LOCAL WEATHER NOT AVAILABLE., NA WHEN TERMINAL BLDG CLOSED.

<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 31	1483	3/4	200	1483	3/4	200	1483	3/4	200	1483	3/4	200			
S-LOC 31	1680	1	397	1680	1	397	1680	1 1/8	397	1680	1 1/8	397			
CIRCLING	1880	1	591	1880	1	591	1940	1 3/4	651	1940	2	651			

CHANGES - REASONS

1. REMOVE DME FROM PROCEDURE NAME. - MEET CURRENT NAMING CRITERIA IN 8260.3D 1-6-2.
2. CHANGED OODT DME FROM 12.12 TO 12.19 AND PUJY DME FROM 6.02 TO 6.09 IN TERMINAL ROUTES AND MIN ALT LINE 4 AND LINE 3 FOR PUJY. - MOVED OODT/PUJY FIXES TO OPTIMIZE APPROACH DESIGN.
3. CHANGED "INT/RMG 18.48" TO INT/RMG 18.49" IN MA INSTRUCTIONS AND REMOVED ALT MA INSTRUCTIONS. - CHANGE IN RMG AIRNAV DATA AND ATL VORTAC DECOM.
4. CHANGED DIST FAF TO THLD FROM 4.86 TO 4.93 ON LINE 4. - MOVED PUJY FIX TO OPTIMIZE APPROACH DESIGN.
5. REMOVED SECONDARY ALTIMETER CHART NOTES. - ALTIMETER ON WMSC AND MOVED TO BACK OF -9 FOR RECORD KEEPING.
6. REMOVED CHART PLANVIEW NOTE: DME AND RADAR REQUIRED FROM CHART NOTES, ADDED DME REQUIRED AND RADAR REQUIRED FOR PROCEDURE ENTRY TO EQUIPMENT REQUIREMENTS NOTES. - IAW 8260.19H, PARA 8-6-8.
7. ADDED CHART CIRCLING ICON TO ADDITIONAL FLIGHT DATA. - UPDATED CIRCLING TO NEW CRITERIA.
8. CHANGED FAS OBST FROM 1340 TOWER TO 1380 AAO IN ADDITIONAL FLIGHT DATA. - NEW EVAL COMPLETED.
9. CHANGED VDP TO THLD FROM 1.10 MILES TO 1.09 NM IN ADDITIONAL FLIGHT DATA. - NEW EVAL COMPLETED.
10. CHANGED S-LOC 31 CAT C VIS FROM 1 SM TO 1 1/8 SM, CAT D VIS FROM 1 1/4 SM TO 1 1/8 SM AND CIRCLING CAT C MINS FROM 591/1880/ 1 1/2 SM TO 651/1940 1 3/4 SM. - NEW EVAL COMPLETED AND CIRCLING UPDATED RADII.
11. CHANGED MA INSTRUCTIONS FROM "CLIMB TO 3000 THEN CLIMBING RIGHT TURN TO 3600 ON RMG VORTAC R-132 TO DALAS INT/RMG 18.49 DME AND HOLD." TO "CLIMB TO 3000 THEN CLIMBING RIGHT TURN TO 3600 ON HEADING 066 AND RMG VORTAC R-132 TO DALAS INT/RMG 18.49 DME AND HOLD." - SHOW HEADING TO AND FACILITATE INTERCEPT.
12. ADDED ALT MINS AND ASSOCIATED NOTES. - KPUJ ON WMSC.

QUALITY
24
CHECKED

AIRPORT ID
KPUJ

PROCEDURE NAME
ILS OR LOC RWY 31

ORIGINAL/AMENDMENT
1

CITY
ATLANTA

STATE
GA

COORDINATED WITH:

A4A ☐ ALPA ☒ AOPA ☒ APA ☐ HAI ☐ NBAA ☒ OTHER: EST FPT, ZTL, AMGR, ATL APP CON

FLIGHT CHECKED BY

ROBERT E. WILLIAMS

Digitally signed by

JOHN BORDY

Feb 19, 2021

Digitally signed by

JOHN BORDY

Feb 19, 2021

OFFICE

FICO

DATE

02/17/2021

DEVELOPED BY

JOHN BORDY (ANDRE TUCKER)

OFFICE

AJV-A422

DATE

12/04/2020

APPROVED BY

MARLON ROBINSON

Digitally signed by

JOHN BORDY

Feb 19, 2021

OFFICE

AJV-A420

DATE

TITLE
MANAGER

QUALITY
24
CHECKED

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

<u>AIRPORT ID</u> KPUJ	<u>PROCEDURE NAME</u> ILS OR LOC RWY 31	<u>AMDT NO.</u> 1	<u>CITY</u> ATLANTA	<u>STATE</u> GA	<u>AIRPORT ELEVATION</u> 1289	<u>FACILITY</u> I-PUJ
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PART A: OBSTRUCTION DATA SEGMENTS

INTERMEDIATE

FROM
OOUdT/12.19 DME/RADAR

TO
PUJJY/6.09 DME

<u>RNP</u>	<u>DISTANCE</u> 6.10	<u>PAT</u>	<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>
												AAO	334412.00N/0844754.00W	1414	164	98	4E	500				AC98 SA-1 AT889	2900
												TERRAIN	334454.00N/0844824.00W	1174 (1200)								AS1500	2700

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

FINAL: ILS

FROM
PUJJY/6.09 DME

TO
RW31

<u>RNP</u>	<u>DISTANCE</u> 4.93	<u>PAT</u>	<u>MAP</u> DA	<u>HAT</u> 200	<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>
																			ASC				1483

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



FINAL: LOC

FROM
PUJJY/6.09 DME

TO
I-PUJ 1.16 DME

RNP	DISTANCE 4.93	PAT	MAP I-PUJ 1.16 DME	HAT 397	HMAS							
OBSTRUCTION	COORDINATES		ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
AAO	335142.00N/0845151.00W		1380	50	20	2C	250				MA50	1680

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

MISSED APPROACH : ILS

FROM
DA

TO
DALAS INT/RMG 18.48 DME

RNP	DISTANCE	PAT	MAP	HAT 1317	HMAS							
OBSTRUCTION	COORDINATES		ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
								ASC				3600
TOWER (13-000052)	335525.00N/0845935.00W		1580	50	50	2D	1000					2600
TERRAIN	335521.00N/0845912.00W		1377 (1400)								AS1500	2900

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



MISSED APPROACH : LOC

FROM
I-PUJ 1.16 DME

TO
DALAS INT/RMG 18.48 DME

RNP	DISTANCE	PAT	MAP	HAT			HMAS 1430					
OBSTRUCTION	COORDINATES		ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
TOWER (13-083931)	335520.81N/0845635.54W		1567	20	3	1A		ASC				3600
TOWER (13-000052)	335525.00N/0845935.00W		1580	50	50	2D	1000					2600
TERRAIN	335521.00N/0845912.00W		1377 (1400)								AS1500	2900

COMPUTATIONS	ALT	KIAS	KTAS	HAA	VKTW	TR	BA	DTA	COURSE CHANGE	DVEB	VEB OCS	RF CENTER FIX/DISTANCE
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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											
TOWER (13-083931)	335520.81N/0845635.54W	1.31	591	1567	20	3	1A	300			1880
CATEGORY B											
TOWER (13-083931)	335520.81N/0845635.54W	1.85	591	1567	20	3	1A	300			1880
CATEGORY C											
TOWER (13-000052)	335525.00N/0845935.00W	2.91	651	1580	50	50	2D	300		AC50	1940
CATEGORY D											
TOWER (13-000052)	335525.00N/0845935.00W	3.81	651	1580	50	50	2D	300		AC50	1940

CIRCLING REMARKS:



MSA

CENTER

RMG VORTAC

RADIUS

25

SECTOR	OBSTRUCTION	COORDINATES	BEARING	DISTANCE	ELEV MSL	HORZ	VERT	AC	ROC	OCS	ADJUSTMENTS	MIN ALT
360-360	TOWER (13-001661)	341848.00N/0843855.00W	068	25.1	3128	50	50	2D	1000			4200

MSA REMARKS:

NOTES/EXPLANATIONS FROM PROCEDURE SEGMENTS:

ALTERNATE MISSED APPROACH NOT DEVELOPED DUE TO LACK OF VIABLE FACILITIES IN THE AREA.

ALL VEGETATION 100 FEET.



PART B: SUPPLEMENTAL DATA

COMMUNICATIONS WITH
ZTL ARTCC, ATL APP CON

<u>WX SERVICE</u> AWOS-3	<u>LOCATION</u> KPUJ	<u>HRS OPERATION</u> 24	<u>ALTIMETER SOURCE</u> KPUJ	<u>DISTANCE</u> 0	<u>SERVICE-A</u> Y	<u>ADJUSTMENTS</u> 0
<u>BACK-UP WX SERVICE</u> ASOS	<u>LOCATION</u> KVPC	<u>HRS OPERATION</u> 24	<u>ALTIMETER SOURCE</u> KVPC	<u>DISTANCE</u> 13.47	<u>SERVICE-A</u> Y	<u>ADJUSTMENTS</u> 106

WX REMARKS:
RASS PRESSURE PATTERNS THE SAME
KPUJ 1289, KVPC 753
RA = 105.1

<u>PRIMARY NAVAID</u> I-PUJ	<u>MONITOR POINT</u> TERMINAL BLDG	<u>HRS OPERATION</u> WHEN OPEN WHEN CLOSED	<u>CAT</u> 1 3
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<u>APPROACH AND RUNWAY LIGHTING SYSTEM</u>	<u>RUNWAY MARKINGS</u>	<u>RUNWAY VISUAL RANGE</u>
RW13 - HIRL (PCL), REIL (PCL), PAPI-4L (PCL)	PIR-G	
RW31 - HIRL (PCL), REIL (PCL), PAPI-4L (PCL)	PIR-G	

<u>GLIDESLOPE ANGLE</u> 3.00	<u>ELEV RWY THRESHOLD</u> 1282.3	<u>TCH</u> 48.0	<u>ELEV GS ANTENNA</u> 1271.0	<u>DISTANCE FROM RWY</u> 1024	<u>VGSI ANGLE</u> 3.00	<u>TCH</u> 48.7
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FINAL APPROACH COURSE AIMING

RUNWAY THRESHOLD	<input checked="" type="checkbox"/>	FT FROM THRESHOLD	DISPLACED THRESHOLD DISTANCE
ON CENTERLINE	<input checked="" type="checkbox"/>	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.

CONTINGENCY ALTIMETER NOTES: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE CARTERSVILLE ALTIMETER SETTING AND INCREASE DA TO 1589 FEET AND ALL MDAS 120 FEET, S-ILS 31 ALL CATS VISIBILITY 1/8 SM AND S-LOC 31 CAT C/D VISIBILITY 1/4 SM AND CIRCLING CAT C/D VISIBILITY 1/2 SM.
VDP NA WITH CARTERSVILLE ALTIMETER SETTING.

ORDER 8260.3, CHAPTER 2, NEW CIRCLING CRITERIA APPLIED.



<div>AIRPORT ID KPUJ</div>	<div>PROCEDURE NAME ILS OR LOC RWY 31</div>	<div>AMDT NO. 1</div>	<div>CITY ATLANTA</div>	<div>STATE GA</div>	<div>AIRPORT ELEVATION 1289</div>	<div>FACILITY I-PUJ</div>
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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	2.73
WIDTH OF	FINAL	SEGMENT AT 1000FT POINT	0.81
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1000FT POINT	307.45
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1000FT POINT	1200
DISTANCE FROM	THLD	TO 1500FT POINT	4.53
WIDTH OF	FINAL	SEGMENT AT 1500FT POINT	1.20
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1500FT POINT	307.45
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1500FT POINT	1200

THRESHOLD
COORDINATES
(IF STR-IN)

335426.80N/0845600.30W

ARP COORDINATES

335443.36N/0845626.23W

RUNWAY APCH END
AND DIST FURTHEST
FROM ARP

RUNWAY 31 DISTANCE 0.45 NM

FAF
COORDINATES

335126.56N/0845118.38W

FIX NAME
COORDINATES

REMARKS

QUALITY
24
CHECKED

FAA Form 8260-9 / (11/16) Supersedes Previous Edition

Electronic Version

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PART E: PREPARED BY

<u>NAME</u> JOHN BORDY (ANDRE TUCKER)	<u>OFFICE</u> AJV-A422	<u>DATE</u> 12/04/2020	<u>TITLE</u> AERONAUTICAL INFORMATION SPECIALIST
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