

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> KCCO	<u>PROCEDURE NAME</u> ILS OR LOC RWY 33	<u>ORIGINAL/AMENDMENT</u> 1	<u>CITY</u> ATLANTA	<u>STATE</u> GA		
<u>AIRPORT ELEVATION</u> 970	<u>TDZE</u> 952	<u>SUPERSEDED</u> ILS OR LOC RWY 33	<u>ORIGINAL/AMENDMENT</u> ORIG-B	<u>DATED</u> 04/22/2021	<u>MAG VAR</u> 3W	<u>EPOCH YEAR</u> 2000
<u>FACILITY</u> I-CCO	<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>
TIROE INT		EQQ NDB					114.14	8.24	2500

MISSED APPROACH

MAP:

ILS: DA
LOC: 3.88 NM AFTER EQQ NDB

MISSED APPROACH INSTRUCTIONS:

CLIMB TO 1800 THEN CLIMBING LEFT TURN TO 2500 DIRECT EQQ NDB AND HOLD, CONTINUE CLIMB-IN-HOLD TO 2500.

ALTERNATE MISSED APPROACH INSTRUCTIONS:

PROFILE:

1. PT L SIDE OF COURSE 142.46 OUTBOUND 2500 FT WITHIN 10 MILES OF EQQ NDB (IAF)

2.

3. FAC: 322.46 FAF: EQQ NDB DIST FAF TO MAP: 3.88 DIST FAF TO THLD: 3.88

4. MIN ALT: EQQ NDB 2300

5. DIST TO THLD FROM OM: MM: IM: 150 HAT: GS ANT: 802

6. MIN GS INCPT: 2300 GS ALT AT PFAF : GP INTCP 2208 OM: MM: IM:

7. GS ANGLE: 3.00 34:1 20:1 TCH: 43.6

8. MSA FROM: EQQ NDB 3500

EQUIPMENT REQUIREMENTS NOTES:

ADF REQUIRED.



NOTES:

CHART NOTE: RWY 33 HELICOPTER VISIBILITY REDUCTION BELOW 3/4 SM NOT AUTHORIZED.
CHART NOTE: INOPERATIVE TABLE DOES NOT APPLY TO S-ILS 33.
CHART PLANVIEW NOTE: PROCEDURE NA FOR ARRIVALS AT TIROE ON V154 NORTHWEST BOUND.
CHART PROFILE NOTE: VGSI AND ILS GLIDEPATH NOT COINCIDENT (VGSI ANGLE {ANGLE}/TCH {FEET}).

ADDITIONAL FLIGHT DATA:

CHART: (CFBLN) AT 331049.38N-0843810.98W
HOLD SE, RT, 322.46 INBOUND.
CHART FAS OBST: 1021 TRANSMISSION_LINE (13-104210) 331756N/0844537W.
1140 AAO 331545N/0844325W.
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 FBO CLOSED.; LOC: STANDARD - NA WHEN LOCAL WEATHER NOT AVAILABLE., NA WHEN FBO CLOSED.

CATEGORY:	A			B			C			D			E		
FINAL TYPE	DA/MDA	VIS	HAT/HAA	DA/MDA	VIS	HAT/HAA	DA/MDA	VIS	HAT/HAA	DA/MDA	VIS	HAT/HAA	DA/MDA	VIS	HAT/HAA
S-ILS 33	1202	3/4	250	1202	3/4	250	1202	3/4	250	1202	3/4	250			
S-LOC 33	1340	3/4	388	1340	3/4	388	1340	7/8	388	1340	7/8	388			
CIRCLING	1420	1	450	1420	1	450	1560	1 1/2	590	1560	2	590			

CHANGES - REASONS

1. CHANGED MISSED APPROACH FROM "CLIMB TO 1800 THEN CLIMBING LEFT TURN TO 4000 ON LGC VORTAC R-047 TO HONIE INT/LGC 12.05 DME AND HOLD" TO "CLIMB TO 1800 THEN CLIMBING LEFT TURN TO 2500 DIRECT EQQ NDB AND HOLD, CONTINUE CLIMB-IN-HOLD TO 2500" - MISSED APPROACH ADJUSTED FOR CSG DECOMMISSIONING PER FPT INSTRUCTIONS.
2. REMOVED ALTERNATE MISSED APPROACH INSTRUCTIONS - ALTERNATE MISSED BECAME THE PRIMARY DUE TO CSG DECOMMISSIONING.
3. UPDATED PROFILE LINE 3 FAF FROM "COWETA COUNTY NDB" TO "EQQ NDB" - IAW 8260.19I 8-6-7.C.(2).
4. UPDATED PROFILE LINE 6 "GS ALT AT FAF: COWETA COUNTY NDB 2221" TO "GS ALT AT PFAF: GP INTCP 2208" - IAW 8260.19I 8-6-7.F.(3), GS ALT AT FAF ADJUSTED USING DIST BETWEEN TARGETS PLOTTING OF GP INTERCEPT AND NDB ABEAM POINT AT 3 DEGREE GLIDESLOPE ANGLE.
5. MISSED HOLDING INFORMATION IN ADDITIONAL FLIGHT DATA CHANGED FROM "HOLD NE, RT, 226.94 INBOUND" TO "HOLD SE, RT, 322.46 INBOUND" - ALTERNATE MISSED MOVED TO PRIMARY MISSED, HOLDING PATTERN CHANGED FROM LEFT TO RIGHT TURNS IAW 8260.19I 8-6-6.G.(6).
6. REMOVED "CHART IN PLANVIEW: ALTERNATE MA HOLDING, HOLD SE EQQ NDB, LT, 322.46 INBOUND" FROM ADDITIONAL FLIGHT DATA - ALTERNATE MISSED APPROACH REMOVED FROM PROCEDURE.
7. REMOVED "FAS OBST: 1179 AAO 331540N/0844328W" FROM ADDITIONAL FLIGHT DATA - NOTE NO LONGER REQUIRED PER 8260.19I 8-6-10.C, NPA FINAL CONTROLLER IS A SURVEYED OBSTACLE AND WILL BE CHARTED.
8. UPDATED CHART FAS OBSTACLE NOTE IN ADDITIONAL FLIGHT DATA FROM "CHART FAS OBST: 1021 TRANSMISSION LINE 331756N/0844537W" TO "CHART FAS OBST: 1021 TRANSMISSION_LINE (13-104210) 331756N/0844537W" - FORMAT ADJUSTED IAW 8260.19I 8-6-10.C.
9. ADDED ADDITIONAL FLIGHT DATA NOTE "1140 AAO 331545N/0844325W" - IAW 8260.19I 8-6-10.E.
10. UPDATED CIRCLING CAT D CMDA/HAA FROM "1600/630" TO "1560/590" - XP ADJUSTMENT REMOVED FROM EXISTING CONTROLLING OBSTACLE.

11/03/2022: THIS IS A CORRECTED COPY OF THE FORM APPROVED ON 08/19/2022.

1. REMOVED REDUNDANT WORD "GLIDEPATH" FROM GLIDEPATH NOT COINCIDENT NOTE.



COORDINATED WITH:

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

FLIGHT CHECKED BY
ALEX EDWARD KRAUSE

Digitally signed by
JASON KRETSCHMER
Nov 03, 2022

OFFICE
FIOG

DATE
08/16/2022

DEVELOPED BY
JASON KRETSCHMER (COLIN CAMPBELL)

Digitally signed by
JASON KRETSCHMER
Nov 03, 2022

OFFICE
AJV-A421

DATE
07/14/2022

APPROVED BY
MARLON ROBINSON

Digitally signed by
JASON KRETSCHMER
Nov 03, 2022

OFFICE
AJV-A420

DATE

TITLE
MANAGER



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

<u>AIRPORT ID</u> KCCO	<u>PROCEDURE NAME</u> ILS OR LOC RWY 33	<u>AMDT NO.</u> 1	<u>CITY</u> ATLANTA	<u>STATE</u> GA	<u>AIRPORT ELEVATION</u> 970	<u>FACILITY</u> I-CCO
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PART A: OBSTRUCTION DATA SEGMENTS

FEEDER

FROM
TIROE INT

TO
EQQ NDB

<u>RNP</u>	<u>DISTANCE</u> 8.24	<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>
TOWER (13-000636)	331228.65N/0844536.25W		1448	250	125	4E	1000					2500
TERRAIN	332142.00N/0844748.00W		994 (1000)								AS1500	2500

COMPUTATIONS

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

SEGMENT REMARKS:

INITIAL: PT

FROM
10 NM

TO
EQQ NDB

<u>RNP</u>	<u>DISTANCE</u> 10.00	<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>
TOWER (13-139984)	330928.19N/0843700.09W		1270	20	3	1A	500				AT530	2300
TERRAIN	330951.00N/0844003.00W		931 (900)								AS1000	1900

COMPUTATIONS

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

SEGMENT REMARKS:



FINAL: ILS

FROM
GP INTCP

TO
RW33

RNP	DISTANCE 4.17	PAT	MAP DA	HAT 250			HMAS					
OBSTRUCTION	COORDINATES		ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
TREE (13-024430)	331811.31N/0844534.70W		996	20	3	1A		34:1				1202

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

FINAL: LOC

FROM
EQQ NDB

TO
3.88 NM AFTER EQQ NDB

<u>RNP</u>	<u>DISTANCE</u> 3.88	<u>PAT</u>	<u>MAP</u> 3.88 NM AFTER EQQ NDB			<u>HAT</u> 388	<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>
TRANSMISSION_LINE (13-104210)	331756.32N/0844536.75W		1021	250	50	4D	250				AC50	1340

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



PROCEDURE TURN

FROM
EQQ NDB

TO
10 NM

RNP	DISTANCE	PAT	MAP	HAT			HMAS					
OBSTRUCTION	COORDINATES		ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
TOWER (13-000636)	331228.65N/0844536.25W		1448	250	125	4E	1000					2500
TERRAIN	330948.00N/0844027.00W		954 (1000)								AS1500	2500

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

MISSED APPROACH : ILS

FROM
DA

TO
EQQ NDB

RNP	DISTANCE	PAT	MAP	HAT			HMAS 1005					
OBSTRUCTION	COORDINATES		ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
								ASC				2500
TOWER (13-000636)	331228.65N/0844536.25W		1448	250	125	4E	1000					2500
TERRAIN	332148.00N/0844724.00W		1000 (1000)								AS1500	2500

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



MISSED APPROACH : LOC

FROM

3.88 NM AFTER EQQ NDB

TO

EQQ NDB

RNP	DISTANCE	PAT	MAP	HAT			HMAS 1090				
OBSTRUCTION	COORDINATES	ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
							ASC				2500
TOWER (13-000636)	331228.65N/0844536.25W	1448	250	125	4E	1000					2500
TERRAIN	332148.00N/0844724.00W	1000 (1000)								AS1500	2500

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											
TOWER (13-022679)	331831.30N/0844638.90W	1.30	450	1119	50	20	2C	300			1420
CATEGORY B											
TOWER (13-022679)	331831.30N/0844638.90W	1.84	450	1119	50	20	2C	300			1420
CATEGORY C											
TOWER (13-103279)	331638.74N/0844752.64W	2.89	590	1256	50	20	2C	300			1560
CATEGORY D											
TOWER (13-103279)	331638.74N/0844752.64W	3.78	590	1256	50	20	2C	300			1560

CIRCLING REMARKS:



MSA

CENTER

EQQ NDB

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	198	10.7	2480	500	125	5E	1000			3500

MSA REMARKS:

NOTES/EXPLANATIONS FROM PROCEDURE SEGMENTS:



PART B: SUPPLEMENTAL DATA

COMMUNICATIONS WITH
ATL APP CON, MCN FSS

<u>WX SERVICE</u> AWOS-3PT	<u>LOCATION</u> KCCO	<u>HRS OPERATION</u> 24	<u>ALTIMETER SOURCE</u> KCCO	<u>DISTANCE</u> 0	<u>SERVICE-A</u> Y	<u>ADJUSTMENTS</u> 0
<u>BACK-UP WX SERVICE</u> ASOS	<u>LOCATION</u> KFFC	<u>HRS OPERATION</u> 24	<u>ALTIMETER SOURCE</u> KFFC	<u>DISTANCE</u> 10.30	<u>SERVICE-A</u> Y	<u>ADJUSTMENTS</u> 47

WX REMARKS:
RASS PRESSURE PATTERNS THE SAME
KCCO 970, KFFC 808
RA = 46.5.

<u>PRIMARY NAVAID</u> I-CCO	<u>MONITOR POINT</u> KCCO FBO	<u>HRS OPERATION</u> FBO OPEN FBO 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>
RW15 - HIRL (PCL), PAPI-4L (PCL)	PIR-G	
RW33 - MALSF (PCL), HIRL (PCL), PAPI-4L (PCL)	PIR-G	

<u>GLIDESLOPE ANGLE</u> 3.00	<u>ELEV RWY THRESHOLD</u> 928.9	<u>TCH</u> 43.6	<u>ELEV GS ANTENNA</u> 931.8	<u>DISTANCE FROM RWY</u> 802	<u>VGSI ANGLE</u> 3.00	<u>TCH</u> 49.4
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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

Final Type	NPA, ILS 250
34:1	
996 TREE (13-024430) 331811.31N/0844534.70W (26.26)	

HELICOPTER 'VISUAL PORTION OF FINAL' PENETRATIONS

and/or
5280-FT "PROCEED VFR" SEGMENT LEVEL SURFACE AREA PENETRATIONS

PENETRATIONS REMARKS:

PART C: GENERAL REMARKS:

VDP NOT ESTABLISHED - FINAL FACILITY DOES NOT HAVE DME.

PRECIPITOUS TERRAIN EVALUATION COMPLETED.

100 FT VEGETATION USED PER FPT.

FOR CONTINGENCY PURPOSES:
WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE ATLANTA RGNL FALCON FIELD ALTIMETER SETTING: INCREASE DA TO 1249 FEET; INCREASE ALL MDAS 60 FEET AND VISIBILITY S-LOC 33 CATS C/D 1/8 SM AND CIRCLING CAT C 1/4 SM.
FOR INOPERATIVE ALS, WHEN USING ATLANTA RGNL FALCON FIELD ALTIMETER SETTING, INCREASE S-ILS 33 ALL CATS VISIBILITY TO 7/8 SM AND INCREASE S-LOC 33 CATS C/D VISIBILITY TO 1 3/8 SM.

ORDER 8260.3 CHAPTER 2 APPLIED TO 1140 AAO 331544.71N/0844324.67W.

ORDER 8260.3, CHAPTER 2, NEW CIRCLING CRITERIA APPLIED.



AIRPORT ID KCCO	PROCEDURE NAME ILS OR LOC RWY 33	AMDT NO. 1	CITY ATLANTA	STATE GA	AIRPORT ELEVATION 970	FACILITY I-CCO
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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	2.91
WIDTH OF	FINAL	SEGMENT AT 1000FT POINT	0.85
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1000FT POINT	319.46
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1000FT POINT	900
DISTANCE FROM		TO 1500FT POINT	
WIDTH OF		SEGMENT AT 1500FT POINT	
TRUE COURSE OF		SEGMENT CONTAINING 1500FT POINT	
HIGH TERRAIN IN		SEGMENT CONTAINING 1500FT POINT	
THRESHOLD COORDINATES (IF STR-IN)	331820.96N/0844550.06W		
ARP COORDINATES	331841.64N/0844611.12W		
RUNWAY APCH END AND DIST FURTHEST FROM ARP	RUNWAY 33 DISTANCE 0.45 NM		
FAF COORDINATES	331523.68N/0844249.62W		
FIX NAME COORDINATES			
REMARKS	1500' POINT IN THE PT MANEUVERING AREA.		

QUALITY
47
CHECKED

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

Electronic Version

Page 8 of 9

PART E: PREPARED BY

<u>NAME</u> JASON KRETSCHMER (COLIN CAMPBELL)	<u>OFFICE</u> AJV-A421	<u>DATE</u> 07/14/2022	<u>TITLE</u>
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