

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> KATL	<u>PROCEDURE NAME</u> ILS OR LOC RWY 27L ILS RWY 27L (SA CAT I) ILS RWY 27L (CAT II)		<u>ORIGINAL/AMENDMENT</u> 19	<u>CITY</u> ATLANTA	<u>STATE</u> GA			
<u>AIRPORT ELEVATION</u> 1026	<u>TDZE</u> 27L 999 27R 985	<u>SUPERSEDED</u> ILS OR LOC RWY 27L ILS RWY 27L (SA CAT I) ILS RWY 27L (CAT II)	<u>ORIGINAL/AMENDMENT</u> 18A	<u>DATED</u> 10/15/2015	<u>MAG VAR</u> 5W	<u>EPOCH YEAR</u> 2015		
<u>FACILITY</u> I-FSQ	<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>
SLVAA/I-FSQ 22.53 DME/RADAR	IAF	ROMMM/I-FSQ 19.08 DME/RADAR					274.99	3.45 (I-FSQ)	6000
ROMMM/I-FSQ 19.08 DME/RADAR		SEJAY/I-FSQ 15.63 DME/RADAR					274.99	3.45 (I-FSQ)	5000
SEJAY/I-FSQ 15.63 DME/RADAR	IF	GRMPI/I-FSQ 11.86 DME/RADAR					274.99	3.77 (I-FSQ)	4000
GRMPI/I-FSQ 11.86 DME/RADAR		DEPOT/I-FSQ 7.15 DME/RADAR					274.99	4.71 (I-FSQ)	2800

MISSED APPROACH

MAP:

ILS: DA

LOC: 5.52 NM AFTER DEPOT/I-FSQ 7.15 DME/RADAR OR AT I-FSQ 1.63 DME

MISSED APPROACH INSTRUCTIONS:

CLIMB TO 1500 THEN CLIMBING LEFT TURN TO 4000 ON HEADING 265 AND RMG VORTAC R-165 TO DUTIE/RMG 31.29 DME/RADAR AND HOLD.

ALTERNATE MISSED APPROACH INSTRUCTIONS:



AIRPORT ID

KATL

PROCEDURE NAME

ILS OR LOC RWY 27L
ILS RWY 27L (SA CAT I)
ILS RWY 27L (CAT II)

ORIGINAL/AMENDMENT

19

CITY

ATLANTA

STATE

GA

PROFILE:

1. PT

SIDE OF COURSE

OUTBOUND

FT WITHIN

MILES OF

(IAF)

2. PROFILE STARTS AT SLVAA

3. FAC:

274.99

FAF: DEPOT/I-FSQ 7.15
DME/RADAR

DIST FAF TO MAP: 5.52

DIST FAF TO THLD: 5.52

4. MIN ALT:

SLVAA/I-FSQ 22.53 DME/RADAR 7000, ROMMM/I-FSQ 19.08 DME/RADAR 6000, SEJAY/I-FSQ 15.63 DME/RADAR 5000, GRMPI/I-FSQ 11.86 DME/RADAR 4000, DEPOT/I-FSQ 7.15 DME/RADAR 2800

5. DIST TO THLD FROM FAF: 5.52

MM:

IM: 1121

100 HAT: 1069

150 HAT: 2022

GS ANT: 1076

6. MIN GS INCPT:

2800

GS ALT AT FAF : DEPOT/I-FSQ 7.15 DME/RADAR

OM:

MM:

IM: 1102

7. GP ANGLE:

3.00

34:1:

20:1:

TCH: 58.4

8. MSA FROM:

ARP KATL 3100

EQUIPMENT REQUIREMENTS NOTES.

DME OR RADAR REQUIRED.
RADAR REQUIRED FOR PROCEDURE ENTRY.

NOTES:

SA CAT I ILS - SPECIAL AIRCREW AND AIRCRAFT CERTIFICATION REQUIRED; S-ILS 27L: CAT A, B, C, D, RA 214, RVR 1400, HAT 150, DA 1149 MSL.
CAT II ILS - SPECIAL AIRCREW AND AIRCRAFT CERTIFICATION REQUIRED; S-ILS 27L: CAT A, B, C, D, RA 127, RVR 1200, HAT 100, DA 1099 MSL.
CHART NOTE: SIMULTANEOUS APPROACH AUTHORIZED.
CHART NOTE: INOPERATIVE TABLE DOES NOT APPLY TO SIDESTEP RWY 27R.
CHART PROFILE NOTE: VGSI AND ILS GLIDEPATH NOT COINCIDENT (VGSI ANGLE {ANGLE}/TCH {FEET}).
SA CAT I CHART NOTE: REQUIRES SPECIFIC OPSPEC, MSPEC, OR LOA APPROVAL.

ADDITIONAL FLIGHT DATA:

CODE APPROACH TRANSITION AT ROMMM.
HOLD S, LT, 345.00 INBOUND.
FAS OBST: 1160 AAO 333743N/0842014W.
CHART 1195 TOWER 333739N/0841741W.
CHART VDP AT 2.75 DME
DISTANCE VDP TO THLD 1.12 NM.

MINIMUMS:

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

ALTERNATE: NA ☐ ILS: STANDARD; LOC: STANDARD - CAT C 800-2 1/4, CAT D 800-2 3/4

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 27L	1199	1800	200	1199	1800	200	1199	1800	200	1199	1800	200			
S-LOC 27L	1420	2400	421	1420	2400	421	1420	4000	421	1420	4000	421			
SIDESTEP 27R	1420	1 5/8	435	1420	1 5/8	435	1420	2 1/4	435	1420	2 3/4	435			

QUALITY
8
CHECKED

CHANGES - REASONS

1. CHANGED MISSED APPROACH "CLIMB TO 1400 THEN CLIMBING LEFT TURN TO 4000 ON ATL VORTAC R-273 TO TEMPO INT/ATL 30.26 DME/RADAR AND HOLD, OR AS DIRECTED BY ATC." TO "CLIMB TO 1500 THEN CLIMBING LEFT TURN TO 4000 ON HEADING 265 TO DUTIE/RMG 31.29 DME/RADAR AND HOLD." - ATL VORTAC VOR/MON/ FPT REQUEST.
2. REMOVED ALT MISSED "CLIMB TO 1400 THEN CLIMBING LEFT TURN TO 4000 VIA RADAR VECTORS AND LGC VORTAC R-013 TO TEMPO/LGC 34.71 DME/RADAR AND HOLD." - ATL VORTAC VOR/MON/ FPT REQUEST.
3. REMOVED INT FROM FIX ROMMM, SEJAY, GRMPI AND DEPOT - PDK VOR/DME VOR/MON.
4. LINE 5 GS ANT AND IM DISTANCE CHANGED FROM 1075, 1120 TO 1076, 1121 - NEW AIRNAV DATA.
5. MOVED CHART PLANVIEW NOTE: RADAR REQUIRED FROM ADDITIONAL FLIGHT DATA TO EQUIPMENT REQUIREMENTS NOTES CHANGED TO RADAR REQUIRED FOR PROCEDURE ENTRY - IAW 8260.19I 8-6-8 C (3).
6. UPDATED TCH FROM 58.3 TO 58.4 - ROUNDED DESIGN TCH OF 58.367 ADDED TO PROCEDURE.
7. CHANGED ADDITIONAL FLIGHT DATA 7:1 OBSTACLE DATA FROM CHART 1201 TOWER 333739N/0841741W TO CHART 1195 TOWER 333739N/0841741W - NEW SURVEY AND TARGETS EVALUATION.
8. UPDATED CHART PROFILE NOTE: FROM VGSI AND ILS GLIDEPATH NOT COINCIDENT TO VGSI AND ILS GLIDEPATH NOT COINCIDENT (VGSI ANGLE {ANGLE}/TCH {FEET}) - IAW 8260.19I 8-6-9 M (1).
9. UPDATED SA CAT I CHART NOTE FROM REQUIRES SPECIFIC OPSEC, MSPEC, OR LOA APPROVAL AND USE OF HUD TO DH TO REQUIRES SPECIFIC OPSEC, MSPEC, OR LOA APPROVAL - IAW 8260.19 I 8-6-11 M (1).
10. UPDATED SIDESTEP 27R VIS CATS A,B FROM 1 3/4 TO 1 5/8 CAT D FROM 2 1/4 TO 2 3/4 - 8260.3D, 2-7-3, DISTANCE BETWEEN THRESHOLDS 27L/27R IS 3073.55' WHICH ADDS 5/8 SM TO VIS.
11. REMOVED *LOC ONLY FROM ADDITIONAL FLIGHT DATA - NO LONGER REQUIRED.
12. ADDED DME OR RADAR REQUIRED TO EQUIPMENT REQUIREMENTS - DME OR RADAR REQUIRED FOR MISSED APPROACH IAW 8260.19I 8-6-8 A (5).
13. UPDATED FAS OBSTACLE ELEVATION FROM 1169 TO 1160 - IAW 8260.19I 2-11-5 B (3) NOTE.
14. LINE 8 MSA CHANGED FROM ATL VORTAC TO ARP KATL - IAW 8260.19I AND ATL VOR/MON.

COORDINATED WITH:

A4A ☒ **ALPA** ☒ **AOPA** ☒ **APA** ☒ **HAI** ☐ **NBAA** ☒ **OTHER:** ZTL, ATL APP CON, KATL AMGR, EST FPT
Digitally signed by

FLIGHT CHECKED BY

JAMES HARRINGTON

JOHN BORDY

Mar 04, 2021

OFFICE

FICO

DATE

2/23/2021

DEVELOPED BY

JOHN BORDY (JOSHUA DUGAN)

JOHN BORDY

Mar 04, 2021

*Digitally signed by***OFFICE**

AJV-A422

DATE

12/07/2020

APPROVED BY

MARLON ROBINSON

JOHN BORDY

Mar 04, 2021

OFFICE

AJV-A420

DATE**TITLE**
MANAGER

QUALITY
8
CHECKED

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

<u>AIRPORT ID</u> KATL	<u>PROCEDURE NAME</u> ILS OR LOC RWY 27L ILS RWY 27L (SA CAT I) ILS RWY 27L (CAT II)	<u>AMDT NO.</u> 19	<u>CITY</u> ATLANTA	<u>STATE</u> GA	<u>AIRPORT ELEVATION</u> 1026	<u>FACILITY</u> I-FSQ
---------------------------	---	-----------------------	------------------------	--------------------	----------------------------------	--------------------------

PART A: OBSTRUCTION DATA SEGMENTS

INITIAL

FROM
SLVAA/I-FSQ 22.53 DME/RADAR

TO
ROMMM/I-FSQ 19.08 DME/RADAR

<u>RNP</u>	<u>DISTANCE</u> 3.45	<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 (13-001503)	334040.39N/0840308.57W		1223	20	3	1A	1000				AT3777	6000
TERRAIN	334051.00N/0840345.00W		935 (900)								AS1500	2400

COMPUTATIONS

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

SEGMENT REMARKS:

INITIAL: STEPDOWN

FROM
ROMMM/I-FSQ 19.08 DME/RADAR

TO
SEJAY/I-FSQ 15.63 DME/RADAR

<u>RNP</u>	<u>DISTANCE</u> 3.45	<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 (13-001958)	333751.00N/0840454.00W		1422	50	20	2C	1000				AT2578	5000
TERRAIN	334115.00N/0840706.00W		1026 (1000)								AC1500	2500

COMPUTATIONS

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

SEGMENT REMARKS:



INTERMEDIATE

FROM

SEJAY/I-FSQ 15.63 DME/RADAR

TO

GRMPI/I-FSQ 11.86 DME/RADAR

RNP	DISTANCE	PAT	MAP	HAT			HMAS					
	3.77											
OBSTRUCTION	COORDINATES		ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
AAO	334114.88N/0840706.16W		1260	50	20	2C	500				AT2240	4000
TERRAIN	334015.00N/0840833.00W		955 (1000)								AS1500	2500

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

SEGMENT REMARKS:

INTERMEDIATE: STEPDOWN

FROM

GRMPI/I-FSQ 11.86 DME/RADAR

TO

DEPOT/I-FSQ 7.15 DME/RADAR

<u>RNP</u>	<u>DISTANCE</u> 4.71	<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 (13-001800)	333739.37N/0841740.57W		1195	20	3	1A	500				AT1105	2800
TERRAIN	333836.00N/0841542.00W		967 (1000)								AS1500	2500

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

SEGMENT REMARKS:



FINAL: ILS

FROM

DEPOT/I-FSQ 7.15 DME/RADAR

TO

DA

<u>RNP</u>	<u>DISTANCE</u> 5.52	<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				1199

COMPUTATIONS

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

SEGMENT REMARKS:

FINAL: ILS CAT II

FROM

DEPOT/I-FSQ 7.15 DME/RADAR

TO

DA

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>	<u>HAT</u>				<u>HMAS</u>				
	5.44		DA		100							
<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				1099

COMPUTATIONS

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

SEGMENT REMARKS:



FINAL: ILS SA CAT I

FROM

DEPOT/I-FSQ 7.15 DME/RADAR

TO

DA

RNP	DISTANCE	PAT	MAP	HAT	HMAS							
	5.44		DA	150								
OBSTRUCTION	COORDINATES		ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
								ASC				1149

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

SEGMENT REMARKS:

FINAL: LOC

FROM

DEPOT/I-FSQ 7.15 DME/RADAR

TO

5.52 NM AFTER DEPOT/I-FSQ 7.15 DME/RADAR OR AT I-FSQ 1.63 DME

RNP	DISTANCE	PAT	MAP	HAT	HMAS							
	5.52		5.52 NM AFTER DEPOT/I-FSQ 7.15 DME/RADAR OR AT I-FSQ 1.63 DME	421								
OBSTRUCTION	COORDINATES		ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
AAO	333743.00N/0842014.00W		1160	50	20	2C	250					1420

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

SEGMENT REMARKS:



FINAL: SIDESTEP

FROM
DEPOT/I-FSQ 7.15 DME/RADAR

TO
RW27R

RNP	DISTANCE	PAT	MAP	HAT			HMAS					
	5.52		RW27R	435								
OBSTRUCTION	COORDINATES		ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
AAO	333743.00N/0842014.00W		1160	50	20	2C	250					1420

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

SIDESTEP VISIBILITIES ARE IAW THE 8260-3D, 2-7-3, I (1) (B) AND ADDED DISTANCE BETWEEN OFFSET THRESHOLDS IAW 2-7-3, I (3). DISTANCE BETWEEN OFFSET RWY 27L AND 27R THRESHOLDS IS 3073.55' WHICH IS EQUAL TO AN ADDITIONAL 5/8 SM BEING ADDED TO THE VISIBILITIES BASED ON 2-7-3, I (1) (B) RESULTING IN THE PUBLISHED VALUES. SIDESTEP VISIBILITIES ARE IAW THE 8260-3D, 2-7-3, I (1) (B) AND ADDED DISTANCE BETWEEN OFFSET THRESHOLDS IAW 2-7-3, I (3). DISTANCE BETWEEN OFFSET RWY 27L AND 27R THRESHOLDS IS 3073.55' WHICH IS EQUAL TO AN ADDITIONAL 5/8 SM BEING ADDED TO THE VISIBILITIES BASED ON 2-7-3, I (1) (B) RESULTING IN THE PUBLISHED VALUES.

MISSED APPROACH : ILS

FROM
DA

TO
DUTIE/RMG 31.29 DME/RADAR

RNP	DISTANCE	PAT	MAP	HAT			HMAS					
							1023					
OBSTRUCTION	COORDINATES		ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
								ASC				4000
TOWER (13-001534)	333627.00N/0845412.00W		1966	50	20	2C	1000					3000
TERRAIN	334206.00N/0850757.00W		1512 (1500)								AS1500	3000

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



AIRPORT ID

KATL

PROCEDURE NAME

ILS OR LOC RWY 27L
ILS RWY 27L (SA CAT I),
ILS RWY 27L (CAT II)

AMDT NO.

19

CITY

ATLANTA

STATE

GA

AIRPORT ELEVATION

1026

FACILITY

I-FSQ

MISSED APPROACH : ILS CAT II

FROM

DA

TO

DUTIE/RMG 31.29 DME/RADAR

RNP

DISTANCE

PAT

MAP

HAT

HMAS

OBSTRUCTION	COORDINATES	ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
							ASC				4000
TOWER (13-001534)	333627.00N/0845412.00W	1966	50	20	2C	1000					3000
TERRAIN	334206.00N/0850757.00W	1512 (1500)								AS1500	3000

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

MISSED APPROACH : ILS SA CAT I

FROM

DA

TO

DUTIE/RMG 31.29 DME/RADAR

RNP

DISTANCE

PAT

MAP

HAT

HMAS

OBSTRUCTION	COORDINATES	ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
							ASC				4000
TOWER (13-001534)	333627.00N/0845412.00W	1966	50	20	2C	1000					3000
TERRAIN	334206.00N/0850757.00W	1512 (1500)								AS1500	3000

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

A green circular stamp with the word "QUALITY" at the top, the number "8" in the center, and the word "CHECKED" at the bottom.

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

Electronic Version

Page 6 of 11

MISSED APPROACH : LOC

FROM
5.52 NM AFTER DEPOT/I-FSQ 7.15 DME/RADAR OR AT I-FSQ 1.63 DME

TO
DUTIE/RMG 31.29 DME/RADAR

RNP	DISTANCE	PAT	MAP	HAT			HMAS 1170					
OBSTRUCTION	COORDINATES		ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
								ASC				4000
TOWER (13-001534)	333627.00N/0845412.00W		1966	50	20	2C	1000					3000
TERRAIN	334206.00N/0850757.00W		1512 (1500)								AS1500	3000

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

MSA

CENTER
KATL

RADIUS
25

SECTOR	OBSTRUCTION	COORDINATES	BEARING	DISTANCE	ELEV MSL	HORZ	VERT	AC	ROC	OCS	ADJUSTMENTS	MIN ALT
360-360	TOWER (13-000006)	334751.00N/0842002.00W	031	10.7	2049	500	50	5D	1000			3100

MSA REMARKS:

NOTES/EXPLANATIONS FROM PROCEDURE SEGMENTS:

ROMMM CODED AS AN APPROACH TRANSITION FOR FMS CONTINUITY.

CIRCLING NOT AUTHORIZED PER ATC.

PER FPT REQUEST, THE MISSED APPROACH WAS DEVELOPED WITH A 26 NM HEADING SEGMENT (265 MAGNETIC) TO INTERCEPT THE RMG R-165. TO ACCOUNT FOR DRIFT WITHIN THIS SEGMENT, THE OBSTACLE EVALUATION AREA WAS EVALUATED WITH A CONTINUOUSLY EXPANDING 15 DEG SPLAY EACH SIDE OF THE 265 HEADING COURSE UNTIL INTERSECTION WITH THE RMG R-165."

CRITICAL TEMPERATURES

<u>CRITICAL LOW</u>	<u>CRITICAL HIGH</u>	<u>ACT</u>	<u>APT ISA</u>
---------------------	----------------------	------------	----------------

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

<u>PENETRATIONS REMARKS:</u>

PART C: GENERAL REMARKS:

PRECIPITOUS TERRAIN EVALUATION COMPLETED.

100 FT VEGETATION HEIGHT USED PER FPT.

DESIGN TCH OF 58.367 USED FOR DEVELOPMENT.

ORDER 8260.3 CHAPTER 2 APPLIED TO 1195 TOWER (13-001800) 333739.37N/0841740.57W.



<u>AIRPORT ID</u> KATL	<u>PROCEDURE NAME</u> ILS OR LOC RWY 27L ILS RWY 27L (SA CAT I) ILS RWY 27L (CAT II)	<u>AMDT NO.</u> 19	<u>CITY</u> ATLANTA	<u>STATE</u> GA	<u>AIRPORT ELEVATION</u> 1026	<u>FACILITY</u> I-FSQ
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	3.01			
WIDTH OF	FINAL	SEGMENT AT 1000FT POINT	0.87			
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1000FT POINT	269.99			
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1000FT POINT	1000			
DISTANCE FROM	THLD	TO 1500FT POINT	4.92			
WIDTH OF	FINAL	SEGMENT AT 1500FT POINT	1.28			
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1500FT POINT	269.99			
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1500FT POINT	1000			
THRESHOLD COORDINATES (IF STR-IN)	333754.56N/0842506.24W					
ARP COORDINATES	333812.12N/0842540.31W					
RUNWAY APCH END AND DIST FURTHEST FROM ARP	RUNWAY 10 DISTANCE 1.40 NM					
FAF COORDINATES	333754.45N/0841829.80W					
FIX NAME COORDINATES						
REMARKS						

QUALITY

8

CHECKED

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

Electronic Version

Page 10 of 11

<u>AIRPORT ID</u> KATL	<u>PROCEDURE NAME</u> ILS OR LOC RWY 27L ILS RWY 27L (SA CAT I) ILS RWY 27L (CAT II)	<u>AMDT NO.</u> 19	<u>CITY</u> ATLANTA	<u>STATE</u> GA	<u>AIRPORT ELEVATION</u> 1026	<u>FACILITY</u> I-FSQ
PART E: PREPARED BY						
<u>NAME</u> JOHN BORDY (JOSHUA DUGAN)	<u>OFFICE</u> AJV-A422	<u>DATE</u> 12/07/2020	<u>TITLE</u> AERONAUTICAL INFORMATION SPECIALIST			

