

**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> PDK	<u>PROCEDURE NAME</u> ILS OR LOC RWY 21L	<u>ORIGINAL/AMENDMENT</u> 10	<u>CITY</u> ATLANTA	<u>STATE</u> GA
<u>AIRPORT ELEVATION</u> 998	<u>TDZE</u> 991	<u>SUPERSEDED</u> ILS OR LOC RWY 21L	<u>ORIGINAL/AMENDMENT</u> 9	<u>DATED</u> 10/07/2021
<u>FACILITY</u> I-PDK	<u>COORDINATES OF FACILITIES</u>	<u>ACTUAL EFFECTIVE DATE</u>	<u>REQUIRED EFFECTIVE DATE</u> 08/07/2025	<u>MAG VAR</u> 5W
				<u>EPOCH YEAR</u> 2015
				<u>CANCEL/SUSPEND</u>

TERMINAL ROUTES

FROM	FIX TYPE	TO	FIX TYPE	LEG TYPE	FO/FB	RNP	COURSE	DISTANCE	ALTITUDE
AABEE/I-PDK 12.86 DME/RADAR	IF/IAF	CHAMB/I-PDK 6.77 DME/RADAR					205.51	6.10	2900

MISSED APPROACH

MAP:

ILS: DA
LOC: 5.84 NM AFTER CHAMB/I-PDK 6.77 DME/RADAR OR AT I-PDK 0.93 DME

MISSED APPROACH INSTRUCTIONS:

CLIMB TO 1600 THEN CLIMBING RIGHT TURN TO 4000 ON HEADING 008.00 AND ON RMG VORTAC R-092.00 TO BAPPY/RMG 34.66 DME/RADAR AND HOLD.

ALTERNATE MISSED APPROACH INSTRUCTIONS:

PROFILE:

1. PT	SIDE OF COURSE	OUTBOUND	FT WITHIN	MILES OF	(IAF)
2. HOLD NE AABEE/I-PDK 12.86 DME/RADAR, LT, 205.51 INBOUND, 3000 IN LIEU OF PT (IAF), MAX 5400.					
3. FAC: 205.51	FAF: CHAMB/I-PDK 6.77 DME/RADAR	DIST FAF TO MAP: 5.84		DIST FAF TO THLD: 5.84	
4. MIN ALT: CHAMB/I-PDK 6.77 DME/RADAR 2900					
5. DIST TO THLD FROM OM:	MM:	IM:	150 HAT:	GS ANT: 995	
6. MIN GS INCPT: 2900	GS ALT AT PFAF: CHAMB/I-PDK 6.77 DME/RADAR 2900			OM:	MM: IM:
7. GS ANGLE: 3.00	34:1:	20:1:	TCH: 58.3		
8. MSA FROM: KPDK 3700					



EQUIPMENT REQUIREMENTS NOTES:

RADAR REQUIRED FOR PROCEDURE ENTRY.
DME OR RADAR REQUIRED.

NOTES:

CHART NOTE: CIRCLING RWY 16, 34 NA AT NIGHT.
CHART NOTE: RWY 21L HELICOPTER VISIBILITY REDUCTION BELOW RVR 4000 NOT AUTHORIZED.
CHART PROFILE NOTE: VGSI AND ILS GLIDEPATH NOT COINCIDENT (VGSI ANGLE {ANGLE}/TCH {FEET}).
CHART PROFILE NOTE: GLIDE SLOPE UNUSABLE FOR COUPLED APPROACH BELOW 1900.

ADDITIONAL FLIGHT DATA:

HOLD W, RT, 092.00 INBOUND.
FAS OBST: 1270 AAO 335633N/0841642W.
CHART VDP AT 2.44 DME.
DISTANCE VDP TO THLD 1.51 NM.
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 CONTROL TOWER CLOSED.; LOC: STANDARD - CAT C 900-2 1/2, CAT D 1100-3, NA WHEN LOCAL WEATHER NOT AVAILABLE., NA WHEN CONTROL TOWER 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 21L	1330	4000	339	1330	4000	339	1330	4000	339	1330	4000	339			
S-LOC 21L	1520	4000	529	1520	4000	529	1520	1 1/4	529	1520	1 1/4	529			
CIRCLING	1520	1	522	1520	1	522	1840	2 1/2	842	2060	3	1062			

CHANGES - REASONS

1. TERMINAL ROUTES: CHANGED FROM "AABEE/PDK VOR/DME 12.27 DME/RADAR" TO "AABEE/I-PDK 12.86 DME/RADAR" AND FROM "CHAMB/PDK VOR/DME 6.17 DME/RADAR" TO "CHAMB/I-PDK 6.77 DME/RADAR - DME SOURCE RELOCATED FROM PEACHTREE (PDK) LOCATION TO LOCALIZER SHELTER. DECOMMISSIONING PEACHTREE (PDK) DME.
2. MISSED APPROACH MAP: CHANGED FROM "LOC: 5.84 NM AFTER CHAMB/PDK VOR/DME 6.17 DME/RADAR OR AT PDK VOR/DME 0.35 DME" TO "LOC: 5.84 NM AFTER CHAMB/I-PDK 6.77 DME/RADAR OR AT I-PDK 0.93 DME" - DME SOURCE RELOCATED FROM PEACHTREE (PDK) DME LOCATION TO I-PDK DME LOCALIZER SHELTER LOCATION. DECOMMISSIONING PEACHTREE (PDK) DME.
3. MISSED APPROACH INSTRUCTIONS: CHANGED FROM "CLIMB TO 1600 THEN CLIMBING RIGHT TURN TO 4000 ON HEADING 008.00 AND ON RMG VORTAC R-092.00 TO BAPPY/RMG 34.66 DME AND HOLD" TO "CLIMB TO 1600 THEN CLIMBING RIGHT TURN TO 4000 ON HEADING 008.00 AND ON RMG VORTAC R-092.00 TO BAPPY/RMG 34.66 DME/RADAR AND HOLD." - RADAR ADDED TO BAPPY FIX.
4. PROFILE LINE 3 FAF: CHANGED FROM "CHAMB/PDK VOR/DME 6.17 DME/RADAR" TO "CHAMB/I-PDK DME 6.77 DME/RADAR" - DME SOURCE RELOCATED FROM PEACHTREE (PDK) DME LOCATION TO I-PDK DME LOCALIZER SHELTER LOCATION. DECOMMISSIONING PEACHTREE (PDK) DME.
5. PROFILE LINE 6 GS ALT AT FAF: CHANGED FROM "CHAMB/PDK VOR/DME 6.17 DME/RADAR 2900" TO "CHAMB/I-PDK 6.77 DME/RADAR 2900" - DME SOURCE RELOCATED FROM PEACHTREE (PDK) DME LOCATION TO I-PDK DME LOCALIZER SHELTER LOCATION. DECOMMISSIONING PEACHTREE (PDK) DME.
6. DELETED CHART NOTES: "DME FROM PDK VOR/DME. SIMULTANEOUS RECEPTION OF I-PDK AND PDK DME REQUIRED." - DME SOURCE RELOACTED FROM PEACHTREE (PDK) LOCATION TO LOCALIZER SHELTER. DECOMMISSIONING PEACHTREE (PDK) DME.
7. ADDITIONAL FLIGHT DATA/NOTES: CHANGED FROM "CHART VDP AT 1.85 DME. DISTANCE VDP TO THLD 1.51 NM." TO "CHART VDP AT 2.44 DME. DISTANCE VDP TO THLD 1.51 NM" - DME SOURCE RELOCATED FROM PEACHTREE (PDK) DME LOCATION TO I-PDK DME LOCALIZER SHELTER LOCATION. DECOMMISSIONING PEACHTREE (PDK) DME.
8. ADDITIONAL FLIGHT DATA: CHANGED FAS OBST FROM "FAS OBST: 1270 AAO 335633N/0841643W" TO "FAS OBST: 1270 AAO 335633N/0841642W" - PLOTTED AAO ON TARGETS DERIVED 3DEP HIGH TERRAIN LOCATION, NO CHANGE IN ELEVATION.
9. DELETED CHART NOTE: FOR INOPERATIVE ALS, INCREASE S-LOC 21L CAT A/B VISIBILITY TO RVR 5500 - INOPERATIVE TABLE APPLIES.

06/09/25: THIS IS AN UPDATED COPY OF THE FORM DEVELOPED ON 12/12/24.

1. CHANGED REQUIRED EFFECTIVE DATE FROM ROUTINE TO 08/07/2025.

06/30/2025: THIS IS A CORRECTED COPY OF THE FORM APPROVED ON 06/09/2025.

ALTERNATE MINS: ILS: CORRECTED NA WHEN TOWER CLOSED TO NA WHEN CONTROL TOWER CLOSED, ADDED TO LOC "NA WHEN CONTROL TOWER CLOSED. "

COORDINATED WITH:

A4A

☐

ALPA

☒

AOPA

☒

APA

☒

HAI

☐

NBAA

☒

OTHER: ZTL, EASTERN FPT, ATL APP CON, PDK ATCT, AMGR

FLIGHT CHECKED BY
PENDING

Digitally signed by
CASIMIR L TABAKA
Jun 09, 2025

OFFICE
DATE

DEVELOPED BY
WILLIAM HANBY

Digitally signed by
CASIMIR L TABAKA
Jun 09, 2025

OFFICE
AJV-A432
DATE
12/12/2024

APPROVED BY
CASIMIR L. TABAKA

Digitally signed by
CASIMIR L TABAKA
Jun 09, 2025

OFFICE
AJV-A432
DATE
07/03/2025

TITLE
MANAGER



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

AIRPORT ID
PDK

PROCEDURE NAME
ILS OR LOC RWY 21L

AMDT NO.
10

CITY
ATLANTA

STATE
GA

AIRPORT ELEVATION
998

FACILITY
I-PDK

PART A: OBSTRUCTION DATA SEGMENTS

INTERMEDIATE

FROM
AABEE/I-PDK 12.86 DME/RADAR (IF/IAF)

TO
CHAMB/I-PDK 6.77 DME/RADAR

RNP

DISTANCE
6.10

PAT

MAP

HAT

HMAS

<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 (13-116114)	340229.05N/0841336.51W	1447	50	20	2C	500				AT953	2900
TERRAIN	340421.00N/0841545.00W	1236 (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
CHAMB/I-PDK 6.77 DME/RADAR

TO
RW21L

RNP

DISTANCE
5.84

PAT

MAP
DA

HAT
339

HMAS

<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 (13-137297)	335329.58N/0841740.14W	1098	20	3	1A		34:1			MA73	1330

COMPUTATIONS

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

SEGMENT REMARKS:

QUALITY
34
CHECKED

FINAL: LOC

FROM

CHAMB/I-PDK 6.77 DME/RADAR

TO

5.84 NM AFTER CHAMB/I-PDK 6.77 DME/RADAR OR AT I-PDK 0.93 DME

RNP

DISTANCE

PAT

MAP

HAT

HMAS

5.84

5.84 NM AFTER CHAMB/I-PDK 6.77 DME/RADAR OR AT I-PDK 0.93 DME

529

OBSTRUCTION	COORDINATES	ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
AAO	335633.00N/0841642.00W	1270	50	20	2C	250					1520

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

AABEE/I-PDK 12.86 DME/RADAR

TO

P-4

RNP

DISTANCE

PAT

MAP

HAT

HMAS

P-4

OBSTRUCTION	COORDINATES	ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
TOWER (13-003518)	340942.53N/0840958.56W	1612	20	3	1A	1000				AT388	3000
TERRAIN	341248.00N/0840730.00W	1371 (1400)								AS1500	2900

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

PROFILE LINE 4. MINIMUM ALTITUDE: 3000



MISSED APPROACH: ILS

FROM

DA

TO

BAPPY/RMG 34.66 DME/RADAR

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>		<u>HAT</u>		<u>HMAS</u> 1096				
<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 (13-137374)	335328.79N/0841733.37W	1098	20	3	1A		ASC				4000
TOWER (13-000099)	340359.00N/0842717.00W	1883	250	50	4D	1000					2900
TERRAIN	340403.00N/0842724.00W	1669 (1700)								AS1500	3200

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

MISSED APPROACH: LOC

FROM

5.84 NM AFTER CHAMB/I-PDK 6.77 DME/RADAR OR AT I-PDK 0.93 DME

TO

BAPPY/RMG 34.66 DME/RADAR

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>		<u>HAT</u>		<u>HMAS</u> 1270				
<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				4000
TOWER (13-000099)	340359.00N/0842717.00W	1883	250	50	4D	1000					2900
TERRAIN	340403.00N/0842724.00W	1669 (1700)								AS1500	3200

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



AIRPORT ID
PDK

PROCEDURE NAME
ILS OR LOC RWY 21L

AMDT NO.
10

CITY
ATLANTA

STATE
GA

AIRPORT ELEVATION
998

FACILITY
I-PDK

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 (13-001609)	335352.10N/0841816.30W	1.30	522	1187	50	20	2C	300		SI	1520
CATEGORY B											
TOWER (13-003499)	335407.50N/0841644.90W	1.84	522	1188	50	20	2C	300		SI	1520
CATEGORY C											
BUILDING (13-001642)	335516.00N/0842007.00W	2.89	842	1477	500	50	5D	300		AC50	1840
CATEGORY D											
TOWER (13-000001)	335039.07N/0841512.21W	3.79	1062	1709	250	50	4D	300		AC50	2060

CIRCLING REMARKS:

MSA

CENTER	RADIUS
KPDK	25

SECTOR	OBSTRUCTION	COORDINATES	BEARING	DISTANCE	ELEV MSL	HORZ	VERT	AC	ROC	OCS	ADJUSTMENTS	MIN ALT
360-360	TOWER (13-001170)	340732.15N/0835131.68W	061	26.7	2655	50	20	2C	1000			3700

MSA REMARKS:

NOTES/EXPLANATIONS FROM PROCEDURE SEGMENTS:

NO ALTERNATE MISSED APPROACH DEVELOPED, PREVIOUS AMENDMENT'S PRIMARY MISSED APPROACH FAILED FLIGHT INSPECTION.



PART B: SUPPLEMENTAL DATA

COMMUNICATIONS WITH

ATL APP CON, PDK TOWER, ZTL ARTCC

<u>WX SERVICE</u>	<u>LOCATION</u>	<u>HRS OPERATION</u>	<u>ALTIMETER SOURCE</u>	<u>DISTANCE</u>	<u>WMSCR</u>	<u>ADJUSTMENTS</u>
ASOS	PDK	24	PDK		Y	0
<u>BACK-UP WX SERVICE</u>	<u>LOCATION</u>	<u>HRS OPERATION</u>	<u>ALTIMETER SOURCE</u>	<u>DISTANCE</u>	<u>WMSCR</u>	<u>ADJUSTMENTS</u>
ASOS	FTY	24	FTY	12.40	Y	51

WX REMARKS:

RASS PRESSURE PATTERNS THE SAME
KPKD 998.0, KFTY 841.0
RA=50.6

<u>PRIMARY NAVAID</u>	<u>MONITOR POINT</u>	<u>HRS OPERATION</u>	<u>CAT</u>
I-PDK	KPKD ATCT - ILS UNMONITORED WHEN ATCT CLOSED	TOWER OPEN	1
		TOWER CLOSED	3

<u>APPROACH AND RUNWAY LIGHTING SYSTEM</u>	<u>RUNWAY MARKINGS</u>	<u>RUNWAY VISUAL RANGE</u>
RW03L - MIRL, PAPI-2L	BSC-G	
RW16 - MIRL, VASI-4L	BSC-G	
RW21R - MIRL, PAPI-2L	BSC-G	
RW34 - MIRL, VASI-4L	BSC-G	
01H	H-G	
RW03R - REIL, HIRL (PCL), VASI-4L	PIR-G	ROLL OUT
RW21L - MALSF (PCL), HIRL (PCL), PAPI-2R	PIR-G	APPROACH

<u>GLIDESLOPE ANGLE</u>	<u>ELEV RWY THRESHOLD</u>	<u>TCH</u>	<u>ELEV GS ANTENNA</u>	<u>DISTANCE FROM RWY</u>	<u>VGSI ANGLE</u>	<u>TCH</u>
3.00	982.8	58.3	983.7	995	3.00	54.7

FINAL APPROACH COURSE AIMING

RUNWAY THRESHOLD	☒	FT FROM THRESHOLD	DISPLACED THRESHOLD DISTANCE	1005
ON CENTERLINE	☒	FT FROM CENTERLINE		

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

FINAL TYPE	CIRCLING RWY 16
------------	-----------------



AIRPORT ID		PROCEDURE NAME	AMDT NO.	CITY	STATE	AIRPORT ELEVATION	FACILITY
PDK		ILS OR LOC RWY 21L	10	ATLANTA	GA	998	I-PDK
20:1							
1055 POLE (13-021752) 335309.2100N/0841821.9200W (9.4)				1083 TREE (13-138257) 335314.5700N/0841824.2200W (8.66)			
1081 TREE (13-136970) 335313.9400N/0841825.6300W (7.32)				1073 TREE (13-137431) 335311.0600N/0841829.2300W (6.92)			
1066 POLE (13-021755) 335309.4900N/0841829.5600W (6.71)				1076 TREE (13-137979) 335311.1700N/0841831.0200W (6.51)			
1079 TREE (13-023784) 335313.3800N/0841826.6700W (6.25)				1069 TREE (13-138453) 335311.3200N/0841828.7900W (2.42)			
1067 TREE (13-137447) 335310.8300N/0841829.3000W (1.88)				1047 TRAVERSE_WAY (13-023777) 335308.8600N/0841822.6500W (1.85)			
1054 TREE (13-137201) 335308.5400N/0841827.9500W (1.75)				1067 TREE (13-138553) 335311.1000N/0841828.7100W (1.58)			
1073 TREE (13-137241) 335312.9400N/0841827.5700W (0.84)				1041 TREE (13-137442) 335308.1600N/0841821.6800W (0.69)			
1077 TREE (13-138160) 335313.7700N/0841827.7800W (0.63)							
FINAL TYPE	CIRCLING RWY 34						
20:1							
1046 TREE (13-138811) 335213.4100N/0841758.0200W (21.61)				1089 TREE (13-136836) 335203.5400N/0841758.2600W (18.95)			
1041 TREE (13-137475) 335212.9100N/0841758.9100W (15.72)				1014 TREE (13-138320) 335217.7000N/0841801.0700W (14.57)			
1032 TREE (13-137980) 335214.4600N/0841758.8200W (13.81)				1049 TREE (13-136832) 335210.4000N/0841759.3100W (12.66)			
1050 TREE (13-138261) 335210.1800N/0841758.4700W (11.27)				1035 TREE (13-137689) 335212.3200N/0841800.1900W (9.04)			
1062 TREE (13-138569) 335207.6700N/0841756.7000W (8.69)				1000 TREE (13-137276) 335219.7600N/0841759.9400W (8.35)			
1029 TREE (13-137432) 335213.6100N/0841759.3500W (7.7)				1066 TREE (13-136909) 335206.3400N/0841757.0300W (7.02)			
1000 TREE (13-137194) 335219.4100N/0841759.9700W (6.77)				1025 TREE (13-137470) 335214.6800N/0841757.8700W (6.3)			
1055 TREE (13-137528) 335208.1000N/0841757.9400W (5.71)				1063 TREE (13-136771) 335206.2400N/0841758.2900W (5.6)			
1037 TREE (13-136798) 335211.9800N/0841757.3600W (4.87)				1029 TREE (13-137874) 335213.6500N/0841757.3200W (4.6)			
1009 TREE (13-137064) 335216.9800N/0841759.6500W (3.91)				1035 TREE (13-138659) 335211.7100N/0841758.5900W (3.6)			
1000 TREE (13-137014) 335218.3000N/0841800.8700W (3.05)				1046 TREE (13-137141) 335209.1200N/0841758.8100W (2.88)			
1018 TREE (13-137041) 335214.8300N/0841759.3900W (2.46)				1034 TREE (13-137378) 335211.3700N/0841759.3800W (2.3)			
996 TREE (13-138285) 335219.0600N/0841800.4100W (1.85)				998 TREE (13-138573) 335218.2300N/0841800.4900W (0.11)			
FINAL TYPE	S-ILS RWY 21L						
34:1							
1045 TREE (13-137492) 335311.4800N/0841750.7400W (14.73)				1058 TREE (13-023728) 335316.0500N/0841749.3900W (13.83)			
1063 TREE (13-137370) 335319.6200N/0841748.8100W (8.39)				1064 TREE (13-137708) 335319.8700N/0841747.4800W (7.54)			
1036 TREE (13-138689) 335312.1100N/0841750.5700W (3.83)				1063 TREE (13-137404) 335320.4600N/0841745.6000W (3.26)			
1023 POLE (13-021715) 335308.7700N/0841751.2700W (0.74)							
FINAL TYPE	S-LOC RWY 21L						
34:1							
1091 TREE (13-023686) 335323.2700N/0841747.8500W (25.39)				1101 TREE (13-136546) 335327.2300N/0841746.3400W (23.05)			
1105 TREE (13-138468) 335329.0500N/0841745.8700W (21.57)				1095 TREE (13-138087) 335326.0000N/0841745.9500W (20.14)			
1092 TREE (13-137521) 335325.7100N/0841746.7900W (18.67)				1089 TREE (13-136705) 335324.3100N/0841745.5400W (18.49)			

QUALITY

34

CHARTER



<u>AIRPORT ID</u> PDK	<u>PROCEDURE NAME</u> ILS OR LOC RWY 21L	<u>AMDT NO.</u> 10	<u>CITY</u> ATLANTA	<u>STATE</u> GA	<u>AIRPORT ELEVATION</u> 998	<u>FACILITY</u> I-PDK
1083 TREE (13-137453) 335323.3200N/0841746.8000W (16.34)			1086 TREE (13-023687) 335323.2300N/0841742.2900W (15.67)			
1101 TREE (13-023799) 335329.8700N/0841746.0000W (15.4)			1085 TREE (13-137988) 335324.5200N/0841747.2400W (15.38)			
1045 TREE (13-137492) 335311.4800N/0841750.7400W (14.73)			1058 TREE (13-023728) 335316.0500N/0841749.3900W (13.83)			
1082 TREE (13-138420) 335320.5000N/0841735.2600W (13.17)			1091 TREE (13-023768) 335322.7600N/0841731.6800W (12.76)			
1087 TREE (13-030271) 335322.1500N/0841733.3500W (11.91)			1081 TREE (13-138687) 335323.3200N/0841742.5200W (10.62)			
1063 TREE (13-137370) 335319.6200N/0841748.8100W (8.39)			1086 TREE (13-137904) 335323.8900N/0841735.7600W (8.16)			
1098 TREE (13-137297) 335329.5800N/0841740.1400W (8.12)			1064 TREE (13-137708) 335319.8700N/0841747.4800W (7.54)			
1067 TREE (13-138428) 335320.4800N/0841744.1700W (5.96)			1096 TREE (13-023770) 335329.6000N/0841739.2000W (5.25)			
1091 TREE (13-138794) 335325.4000N/0841731.3200W (5.1)			1083 TREE (13-138080) 335323.0200N/0841732.6400W (4.87)			
1036 TREE (13-138689) 335312.1100N/0841750.5700W (3.83)			1063 TREE (13-137404) 335320.4600N/0841745.6000W (3.26)			
1079 TREE (13-138703) 335323.0500N/0841735.4600W (3.24)			1072 TREE (13-023313) 335321.2600N/0841737.3000W (2.82)			
1073 TREE (13-136557) 335323.1400N/0841741.4500W (2.19)			1092 TREE (13-023769) 335328.8100N/0841737.6600W (2.11)			
1067 TREE (13-137373) 335321.7500N/0841743.0400W (1.44)			1067 TREE (13-137642) 335321.6000N/0841742.3700W (1.28)			
1023 POLE (13-021715) 335308.7700N/0841751.2700W (0.74)			1079 TREE (13-137822) 335323.5500N/0841734.0600W (0.63)			
<u>PENETRATIONS REMARKS:</u>						

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.

VEGETATION HEIGHT UTILIZED: 100 FT PER FPT.

FOR CONTINGENCY PURPOSES:

NOTE: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE FTY ALTIMETER SETTING AND INCREASE S-ILS 21L DA TO 1381 AND ALL VISIBILITIES TO RVR 4500; INCREASE ALL MDAS 60 FEET AND INCREASE S-LOC 21L VISIBILITY CATS C/D 1/8 SM, AND CIRCLING VISIBILITY CAT C 1/4 SM.

NOTE: VDP NA WHEN USING FTY ALTIMETER SETTING.

NOTE: FOR INOPERATIVE ALS WHEN USING FTY ALTIMETER SETTING, INCREASE S-LOC 21L VISIBILITY CATS C/D TO 1 3/4 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	3.33
WIDTH OF	FINAL	SEGMENT AT 1000FT POINT	0.94
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1000FT POINT	200.51
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1000FT POINT	1100
DISTANCE FROM	THLD	TO 1500FT POINT	5.24
WIDTH OF	FINAL	SEGMENT AT 1500FT POINT	1.35
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1500FT POINT	200.51
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1500FT POINT	1100

THRESHOLD COORDINATES (IF STR-IN)	335253.22N/0841753.62W
ARP COORDINATES	335233.61N/0841807.31W
RUNWAY APCH END AND DIST FURTHEST FROM ARP	RUNWAY 21L DISTANCE 0.54 NM
FAF COORDINATES	335821.82N/0841526.14W
FIX NAME COORDINATES	

REMARKS

NO ADDITIONAL AIRSPACE REQUIRED
THLD DISPLACED 1005FT, ACTUAL COORDINATES: 335302.53N/0841749.44W

PART E: PREPARED BY

NAME	OFFICE	DATE	TITLE
WILLIAM HANBY	AJV-A432	12/12/2024	AERONAUTICAL INFORMATION SPECIALIST

