

**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> KPKD	<u>PROCEDURE NAME</u> ILS OR LOC RWY 21L	<u>ORIGINAL/AMENDMENT</u> 9	<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SUPERSEDED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> 8E	<u>DATED</u> 12/31/2020	<u>MAG VAR</u> 5W	<u>EPOCH YEAR</u> 2015
<u>FACILITY</u> I-PDK	<u>COORDINATES OF FACILITIES</u>	<u>ACTUAL EFFECTIVE DATE</u> 7 OCTOBER 2021	<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>
AABEE/PDK VOR/DME 12.27 DME/RADAR	IF/IAF	CHAMB/PDK VOR/DME 6.17 DME/RADAR					205.51	6.10 (I-PDK)	2900

**MISSED APPROACH**

**MAP:**  
ILS: DA  
LOC: 5.84 NM AFTER CHAMB/PDK VOR/DME 6.17 DME/RADAR OR AT PDK VOR/DME 0.35 DME

**MISSED APPROACH INSTRUCTIONS:**  
CLIMB TO 1600 THEN CLIMBING RIGHT TURN TO 4000 ON HEADING 008.00 AND RMG VORTAC R-092.00 TO BAPPY/RMG 34.66 DME AND HOLD.

**ALTERNATE MISSED APPROACH INSTRUCTIONS:**

**PROFILE:**

1. PT      SIDE OF COURSE      OUTBOUND      FT WITHIN      MILES OF      (IAF)

2. HOLD NE AABEE, LT, 205.51 INBOUND, 3000 FT. IN LIEU OF PT (IAF), MAX 5400.

3. FAC: 205.51      FAF: CHAMB/PDK VOR/DME 6.17 DME/RADAR      DIST FAF TO MAP: 5.84      DIST FAF TO THLD: 5.84

4. MIN ALT:

5. DIST TO THLD FROM OM:      MM:      IM:      150 HAT:      GS ANT: 995

6. MIN GS INCPT: 2900      GS ALT AT FAF: CHAMB/PDK VOR/DME 6.17 DME/RADAR 2900      OM:      MM:      IM:

7. GP ANGLE: 3.00      34:1:      20:1:      TCH: 58.3

8. MSA FROM: ARP KPKD 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: DME FROM PDK VOR/DME. SIMULTANEOUS RECEPTION OF I-PDK AND PDK DME REQUIRED.  
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.  
FOR INOPERATIVE ALS, INCREASE S-LOC 21L CAT A/B VISIBILITY TO RVR 5500.

**ADDITIONAL FLIGHT DATA:**

HOLD W, RT, 092.00 INBOUND.  
FAS OBST: 1270 AAO 335633N/0841643W.  
CHART VDP AT 1.85 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 TOWER CLOSED.; LOC: STANDARD - CAT C 900-2 1/2, CAT D 1100-3, NA WHEN LOCAL WEATHER NOT AVAILABLE., NA WHEN TOWER 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 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. REMOVED FEEDER SEGMENTS ATL-PDK-AABEE - ATL VOR AND PDK VOR SCHEDULED FOR DECOMMISSION PER VOR MON.
2. CHANGED HOLD-IN-LIEU OF PT, INTERMEDIATE AND FINAL SEGMENTS COURSE FROM 205.50 TO 205.51 - MATCHES I-PDK LOCALIZER FRONT COURSE AND RWY 21L MAGNETIC BEARING 205.507 ROUNDED UP TO 205.51 PER AIRNAV.
3. CHANGED MISSED APPROACH INSTRUCTIONS FROM 'CLIMB TO 1600 THEN CLIMBING RIGHT TURN TO 4000 ON HEADING 330 AND ATL VORTAC R-006 TO BAPPY INT/ALT 30 DME AND HOLD' TO 'CLIMB TO 1600 THEN CLIMBING RIGHT TURN TO 4000 ON HEADING 345 AND LGC VORTAC R-030 TO BAPPY INT/LGC 75.68 DME AND HOLD' - ATL VOR SCHEDULED FOR DECOMMISSION PER VOR MON.
4. MOVED NOTE 'DME OR RADAR REQUIRED' FROM PLANVIEW TO EQUIPMENT REQUIREMENTS NOTES - PER 8260.19I PARA. 8-6-8A.
5. ADDED 'RADAR REQUIRED FOR PROCEDURE ENTRY' TO EQUIPMENT REQUIREMENTS NOTES - PER 8260.19I PARA. 8-6-9G.
6. CHANGED MSA ORIGIN FROM PDK VOR/DME TO KPKD AIRPORT REFERENCE POINT - PDK VOR AND ATL VOR SCHEDULED FOR DECOMMISSION PER VOR MON. ARP SELECTION PER 8260.3D PARA. 2-3-2B(1); DOCUMENTATION PER 8260.19I PARA. 8-6-7H(1).
7. CHANGED MISSED HOLDING FROM 'HOLD S, RT, 186.00 INBOUND' AND ALT MISSED HOLDING FROM 'HOLD S, RT, 342.68 INBOUND' TO 'HOLD W, RT, 092.00 INBOUND' ON RMG VORTAC R-092 - ATL AND PDK VORS SCHEDULED FOR DECOMMISSION PER VOR MON. NEW PATTERN PER ATC/FPT REQUEST.
8. CHANGED ALTERNATE MISSED APPROACH INSTRUCTIONS FROM 'CLIMB TO 1600 THEN CLIMBING RIGHT TURN TO 4000 ON HEADING 020 AND PDK VOR/DME R-343 TO BAPPY INT/PDK 16.49 DME AND HOLD' TO 'CLIMB TO 1600 THEN CLIMBING RIGHT TURN TO 4000 ON HEADING 008.00 AND RMG VORTAC R-092 TO BAPPY INT/RMG 34.66 DME AND HOLD' - PDK VOR SCHEDULED FOR DECOMMISSION PER VOR MON.
9. CHANGED FAS OBSTRUCTION FROM 1230 TOWER 335634N/0841609W TO 1270 AAO 335633N/0841643W - PER UPDATED TARGETS BUILD.
10. ADDED VDP AT 1.85 DME/1.51 NM FROM THRESHOLD - PREVIOUS REASON FOR NO VDP 'FINAL FACILITY DOES NOT HAVE DME' NO LONGER APPLICABLE PER 8260.3D PARA. 2-6-5.
11. REMOVED BACK-UP ALTIMETER NOTE FROM NOTES SECTION - MOVED TO FORM 8260-9 GENERAL REMARKS SECTION AS A CONTINGENCY NOTE; LOCAL ALTIMETER SETTING BROADCASTED ON WMSCR.
12. LOWERED S-ILS 21L DA/HAT FROM 1334/343 TO 1330/339 - NEW CONTROLLING OBSTRUCTION 1098 TREE VS. 1105 TREE AND PREVIOUS 58 FT. MISSED APPROACH ADJUSTMENT NO LONGER APPLICABLE.
13. CHANGED S-ILS 21L VISIBILITY FROM 7/8 SM TO RVR 4000 - TOUCHDOWN ZONE RVR EQUIPMENT ADDED SINCE LAST MAJOR AMENDMENT PER AIRNAV.
14. RAISED S-LOC 21L MDA/HAT FROM 1480/489 TO 1520/529 - NEW CONTROLLING OBSTRUCTION 1270 AAO VS. 1230 TOWER.
15. CHANGED S-LOC 21L CAT A/B VISIBILITY FROM 3/4 SM TO RVR 4000 - DUE TO INCREASE IN MDA/HAT AND TOUCHDOWN ZONE RVR EQUIPMENT ADDED SINCE LAST MAJOR AMENDMENT PER AIRNAV.
16. CHANGED S-LOC 21L CAT C/D VISIBILITY FROM 1 1/8 SM TO 1 1/4 SM - DUE TO INCREASE IN MDA/HAT.
17. LOWERED CIRCLING CAT A/B MDA/HAA FROM 1580/582 TO 1520/522 - CIRCLING MINIMUMS PREVIOUSLY MATCHED TO ANOTHER APPROACH AT THE AIRPORT, RESTRICTION NO LONGER APPLIES. MDA MATCHES STRAIGHT-IN LOC MDA.
18. CHANGED VISIBILITY VALUE IN NOTE 'RWY 21L HELICOPTER VISIBILITY REDUCTION BELOW 3/4 SM NOT AUTHORIZED' FROM 3/4 SM TO RVR 4000 - TOUCHDOWN ZONE RVR EQUIPMENT ADDED SINCE LAST MAJOR AMENDMENT PER AIRNAV.
19. ADDED NOTE FOR INOPERATIVE ALS, INCREASE S-LOC 21L CAT A/B VISIBILITY TO RVR 5500' - PER THE INOPERATIVE COMPONENTS OR VISUAL AIDS TABLE.
20. ADDED NOTE 'DME FROM PDK VOR/DME. SIMULTANEOUS RECEPTION OF I-PDK AND PDK DME REQUIRED' - PER 8260.19I PARA. 8-6-9K.

08/27/21: THIS IS AN UPDATED COPY OF THE FORM DEVELOPED ON 12/30/20.

1. REMOVED PRIMARY MISSED APPROACH - FAILED FLIGHT INSPECTION.
2. CHANGED ALTERNATE MISSED APPROACH TO THE PRIMARY MISSED APPROACH - RECOMMENDED BY FICO AFTER ORIGINAL PRIMARY MISSED APPROACH FAILED FLIGHT INSPECTION. FPT CONCURS.

**COORDINATED WITH:**

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

**FLIGHT CHECKED BY**  
ROBERT EMIL WILLIAMS

*Digitally signed by*  
**JOHN BORDY**  
Aug 30, 2021

**OFFICE**  
FIOG

**DATE**  
08/24/2021

**DEVELOPED BY**  
RALPH DUMAR

*Digitally signed by*  
**RALPH DUMAR**  
Aug 27, 2021

**OFFICE**  
AJV-A422

**DATE**  
12/30/2020

**APPROVED BY**  
MARLON ROBINSON

*Digitally signed by*  
**JOHN BORDY**  
Aug 30, 2021

**OFFICE**  
AJV-A420

**DATE**

**TITLE**  
MANAGER

QUALITY  
49  
CHECKED