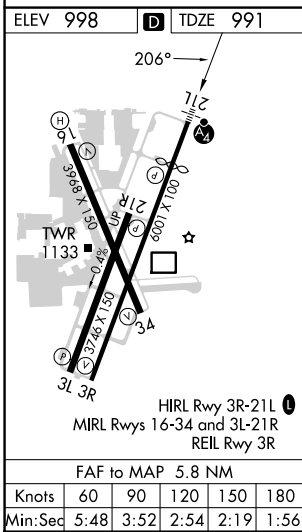
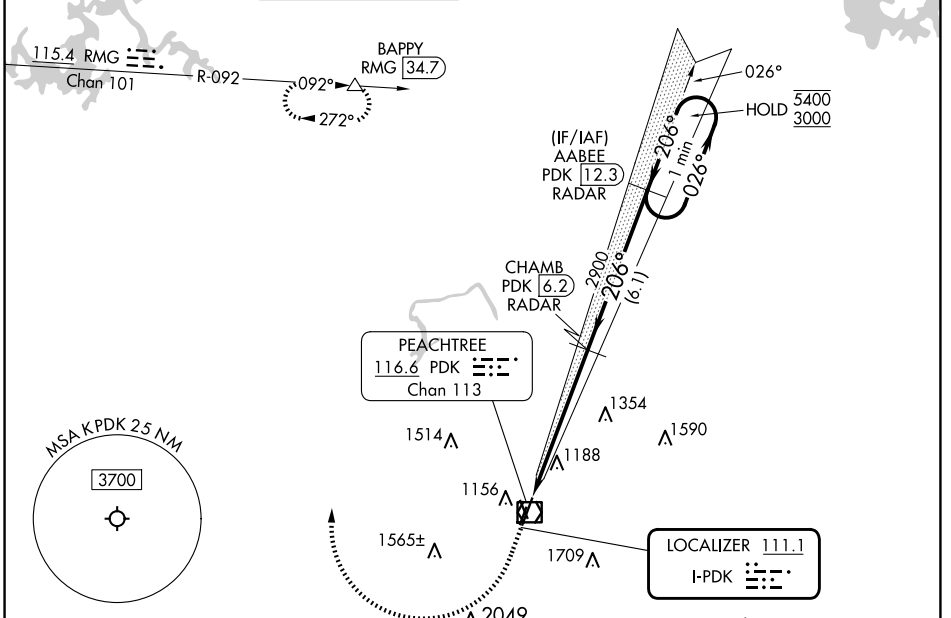


LOC I-PDK <b>111.1</b>	APP CRS <b>206°</b>	Rwy Idg TDZE Apt Elev	<b>4996</b> <b>991</b> <b>998</b>
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# ILS or LOC RWY 21L

DEKALB-PEACHTREE (PDK)

RADAR required for procedure entry. DME or RADAR required.		MALSF		MISSED APPROACH: Climb to 1600 then climbing right turn to 4000 on heading 008° and RMG VORTAC R-092 to BAPPY/RMG 34.7 DME and hold.			
<p><b>⚠</b> Circling Rwy 16, 34 NA at night. DME from PDK VOR/DME. Simultaneous reception of I-PDK and PDK DME required. Rwy 21L helicopter visibility reduction below RVR 4000 NA. For inop ALS, increase S-LOC 21L Cat A/B visibility to RVR 5500.</p>							
ATIS <b>128.4</b>	ATLANTA APP CON <b>126.975 239.275</b>	PEACHTREE TOWER ★ <b>120.9 (CTAF) 281.5</b>	GND CON <b>121.6</b>	CLNC DEL <b>125.2</b>	CLNC DEL <b>120.9</b> (When twr closed)	UNICOM <b>122.95</b>	<b>120.0</b>



1600	4000	RMG R-092	BAPPY	VGSI and ILS glidepath not coincident (VGSI Angle 3.00°/TCH 55).																				
↑	hdg 008°			AABEE PDK 12.3 One Minute Holding Pattern																				
Glide slope unusable for coupled approach below 1900.				CHAMB PDK 6.2 RADAR																				
<table border="1"> <thead> <tr> <th>CATEGORY</th> <th>A</th> <th>B</th> <th>C</th> <th>D</th> </tr> </thead> <tbody> <tr> <td>S-ILS 21L</td> <td colspan="2">1330/40</td> <td colspan="2">339 (400-¾)</td> </tr> <tr> <td>S-LOC 21L</td> <td>1520/40</td> <td>529 (600-¾)</td> <td>1520-1¼</td> <td>529 (600-1¼)</td> </tr> <tr> <td><b>C</b> CIRCLING</td> <td colspan="2">1520-1 522 (600-1)</td> <td>1840-2½ 842 (900-2½)</td> <td>2060-3 1062 (1100-3)</td> </tr> </tbody> </table>					CATEGORY	A	B	C	D	S-ILS 21L	1330/40		339 (400-¾)		S-LOC 21L	1520/40	529 (600-¾)	1520-1¼	529 (600-1¼)	<b>C</b> CIRCLING	1520-1 522 (600-1)		1840-2½ 842 (900-2½)	2060-3 1062 (1100-3)
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SE-4, 17 APR 2025 to 15 MAY 2025

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