

## Know Before You Go

This information is subject to change. Not for navigation or legal pre-flight action.

[View the FAA's From the Flight Deck video](#) to see actual KPDK airport runway approach and taxiway footage combined with diagrams and visual graphics to clearly identify hot spots and other safety-sensitive items.

**Dekalb-Peachtree Airport (KPDK)** is a medium sized primarily general aviation airport located fifteen miles north, northeast of Hartsfield-Jackson Atlanta International Airport. KPDK hosts a high volume of corporate/general aviation jet traffic as well as pilot training operations for approximately ten flight schools based on the field. There is a robust helicopter community, providing tours of the city, daily traffic watch reports, and primary helicopter flight instruction. The diverse nature of pilot experience and aircraft performance make KPDK a challenge for both controllers and pilots.

KPDK Tower Administrative Office  
Business Phone 678-495-5230  
Open 0800 to 1600 – Monday through Friday

- ✓ Runway configuration consists of two closely spaced parallel RWYs with staggered thresholds labeled RWYs 03/21 L and R.
- ✓ RWY 16/34 is an intersecting RWY that crosses both parallel RWYs.
- ✓ Services are primarily located on the west and north sides of the airport.
- ✓ TWY A is parallel to and runs the entire length of RWYs 03/21 L and R.
- ✓ TWYs B and D parallel RWY 16/34.
- ✓ It is possible to confuse a highway with the RWY 03/21 complex. At night, the lights on the highway are much brighter than the lights on the airport.
- ✓ Wrong surface landing potential exists when approaching KPDK from the north or northeast and landing on RWY 21 L or RWY 21R.
- ✓ RWY 21R threshold is staggered by over 2000' making it possible for pilots to fixate on the first runway that they see.
- ✓ TWY A has also been mistaken for RWY 21R.
- ✓ To enhance situational awareness for areas where RWY confusion may lead to a wrong surface event, the FAA has released an Arrival Alert Notice for KPDK. An Arrival Alert Notice provides language with a graphic visually depicting the approach to an airport with a history of wrong surface alignment. See [Arrival Alert Notices \(AAN\)](#).
- ✓ Aircraft approaching RWY 03L or 03R from either downwind or straight-in can expect traffic in the other pattern, because the thresholds are not staggered this means that aircraft on base leg may see traffic in front which may result in a TCAS alert.
- ✓ Since RWY 3R is the primary instrument RWY, aircraft conducting instrument approaches may see close-in traffic for RWY 03L which may also result in a TCAS alert.
- ✓ RWY centerlines are approximately 500' apart making it important not to overshoot the turn to final.



- ✓ The KPDK Airport Authority has worked for several years to mitigate surface issues and hot spots. RWY and TWY markings, signage and lighting have significantly reduced wrong surface issues, however, first-time/transient pilots should be aware of a few areas.
- ✓ At the approach end of RWY 21R and TWY G, pilots assigned to taxi to RWY 21R via TWY A have missed the hold short line and entered RWY 21R without a clearance.
- ✓ Aircraft leaving the run-up area at the juncture of TWY E and TWY A have also missed the hold short line on TWY G and entered RWY 21R.
- ✓ Hot Spot 2 is simply a complex intersection of several taxiways bounded by two RWYs. Pay close attention to aircraft location/taxi route when operating in this area.
- ✓ Hot Spot 3 – Pilots expecting RWY 03R often fail to hold short at RWY 03L.

## Airspace

The airspace at KPDK is Class D with a 3500' MSL ceiling. It underlies Atlanta Class B airspace. (Refer to Sectional Chart)

Class D Airspace Requirements (CFR §91.129 and AIM 3-1-4; 3-2-5):

- Visibility 3 statute miles
- Distance from Clouds 500 feet below | 1,000 feet above | 2,000 feet horizontal
- Communications Establish communications (controller response)
- Pilot No special certification required.
- Equipment Two-way radio

Class B Airspace Requirements (CFR §91.131 and AIM 3-1-4; 3-2-3)

- Visibility 3 statute miles
- Distance from Clouds Clear of clouds.
- Communications Must obtain ATC clearance prior to entering/departing.
- Pilot Private Pilot Certificate (see AIM for alt requirements)
- Equipment Two-way radio, operable transponder with automatic altitude reporting and ADS-B Out

## Cautions

### Hot Spots

**HS 1** Southbound traffic on TWY B will miss the turn onto TWY A when assigned RWY 03L or RWY 03R.

**HS 2** Pilots expecting RWY 03R often fail to hold at RWY 03L.



**Departure**

- ✓ Verify proper heading prior to starting takeoff roll on all intersection departures.

**Landing** -See [Arrival Alert Notices \(AAN\)](#)

- ✓ Wrong Surface Landing risk exists due to closely spaced parallel RWYs with staggered thresholds.
- ✓ TWY A parallels RWY 03L/21R – Caution for wrong surface landing on TWY A

**Surface Risk – Movement Area**

- ✓ The run-up pads for RWYs 03L and 21R are positioned across TWY A from the hold line at the approach end of each runway. Pilots in the run-up area should remain on Ground Control frequency, report run-up complete and await instructions. \*\*Proper read-back of all RWY hold short instructions is critical and MANDATORY.
- ✓ Pilots exiting RWY 03R/21L must remain on Tower frequency until instructed to contact Ground. Pilots should expect to hold short of RWY 03L/21R with the Tower until told to cross. The runway hold short markings between the parallel runways are located deceptively far from the RWY 03R/21L runway edge stripe.
- ✓ Pilots should be alert when operating at KPDK due to high number of RWY incursions. Be alert during aircraft ground operations.
- ✓ Taxi clearances involve multiple RWY/TWY crossings.
- ✓ ALL TWY K and all TWY L and TWY C east of TWY D are non-movement areas.
- ✓ You need specific clearance to cross any RWY, active or not.

**Additional Cautions**

- ✓ Underlies ATL Class B Airspace
- ✓ Heavy VFR helicopter operations northwest corner and east side of airport.
- ✓ Helipad located north of RWY 16 threshold.

**Communications**

**KPDK Tower (TWR) operates from 0630L – 2300L Monday – Friday  
0700L-2300L Saturday - Sunday**

When TWR is closed:

- ✓ The airspace becomes Class E.
- ✓ Pilots should use standard uncontrolled airport procedures.
- ✓ CTAF Frequency 120.9
- ✓ Getting Clearance – IFR Clearances and releases available from Atlanta TRACON on frequency 120.9
- ✓ Cancelling Flight Plan – Cancel IFR flight plans with Atlanta TRACON on 120.9 or with Flight Service on frequencies 122.2 or 122.6.
- ✓ Pilot operated runway and approach lighting (PCL) is available on frequency 120.0.



- ✓ For traffic advisories contact Atlanta Approach Control on 126.97 and remain clear of the Atlanta Class Bravo airspace
- ✓ Unless otherwise noted, only Runway 03R/21L will remain lighted when tower closes.
- ✓ Small GA aircraft should use caution for jet aircraft and report position on 120.9.

## From the KPDK Control Tower

### Local information that your KPDK TWR controllers want you to know.

#### Traffic Patterns

- ✓ Single engine small aircraft pattern altitude is 2000' MSL.
- ✓ High performance turboprop and jet pattern altitude is 2500' MSL.
- ✓ RWY 03R, RWY 21R are RIGHT TRAFFIC
- ✓ RWY 03L, RWY 21L are LEFT TRAFFIC
- ✓ Pattern aircraft must be aware that traffic operates 500' below and 500' above them and must maintain pattern altitude.

#### Ground

- ✓ All ramps (including Taxi-lanes K and L) are non-movement areas and not controlled by ATC.
- ✓ Aircraft calling ground for taxi shall specify whether IFR or VFR departure.
- ✓ When the tower is open, clearance delivery is only on Ground (121.6) or Clearance (125.2)
- ✓ FREQUENCY IS SPECIFIED ON THE ATIS BROADCAST
- ✓ DO NOT CALL ON 120.9 FOR CLEARANCE WHEN TOWER IS OPEN
- ✓ Aircraft requesting VFR flight following should call ground with a VFR request and state your cardinal direction of flight (e.g., NW, SW, SE, N, etc.). Ground will issue taxi instructions and advise flight following will be available once airborne on 126.97 but only once tower switches you over.
- ✓ All VFR aircraft will request taxi from Ground with call-sign, type aircraft, parking location, the ATIS and cardinal VFR direction of flight.

#### Take-off/Departure

- ✓ IFR aircraft expect an initial altitude of 3000' MSL, Tower will issue an initial departure heading once they receive your IFR release from the TRACON.
- ✓ VFR traffic departing RWY 03L-21R must maintain runway track unless otherwise instructed by ATC and be vigilant for jet traffic departing the parallel runway.
- ✓ VFR helicopters can expect to depart either the helipad (Charlie Pad) or depart directly from the ramp at the pilot's own risk.
- ✓ Tower may restrict helicopter departures to "at or below" 1500' MSL for traffic in the pattern.



**Arrival/Landing**

- ✓ VFR aircraft approaching from the east may be instructed to cross midfield at or above 2000' MSL or 2500' MSL to enter the downwind for RWY 03L-21R. This is to procedurally separate inbound aircraft from aircraft arriving and departing. The inbound aircraft crossing midfield must ensure they cross the runway complex at the midpoint from east to west.
- ✓ KPDK has parallel runways that are 500 feet apart (Closely spaced parallels). Arriving aircraft must be aware of aircraft arriving to the parallel runway on a straight in or opposing base. Tower will continually issue traffic until the pilot calls the traffic in sight.

**Special Traffic (Military/Commercial/Helicopter, etc.)**

- ✓ VFR helicopters will be instructed by Approach Control to enter a boundary of the airport (East/West/North/South). After being switched to the tower, helicopters should advise the tower where they are parking and expect a clearance or landing advisory shortly after.
- ✓ Pilots should be aware of occasional military and civilian aircraft conducting overhead maneuvers at KPDK. The overhead pattern is at 2500' MSL.
- ✓ There is a robust sightseeing, pilot training, news/traffic reporting, and MEDEVAC helicopter presence at KPDK. Taxiing aircraft should use caution for rotor wash. Many helicopters departure directly from and land directly to the ramp areas.

**Avoidance Areas**

- ✓ When RWY 03R/L are in use VFR aircraft should avoid:
  - -The area between PDK355° and PDK035° radials between 4 and 6NM at 3000' MSL due to IFR jet departures on a Runway Heading or a 360° heading climbing to 3000' MSL.
  - -The area between 3 and 6 miles southeast of the airport at 3000' MSL for IFR arrival jet traffic
- ✓ When RWY 21L/R are in use VFR aircraft should avoid:
  - ✓ -The area 5NM northeast of KPDK (PDK030° radial) between 2500' MSL and 3500' MSL because IFR aircraft on the ILS approach are descending from AABEE (PDK 030/12.3 DME) out of 3000' MSL, crossing CHAMB (PDK 030/6.2 DME) at 2900' MSL and continuing to descend to the runway.
  - ✓ -The area 3 miles southeast of KPDK between 2500' MSL and 3000' MSL for IFR eastbound jets departing RWY 21L with a 090° heading climbing to 3000' MSL.
- ✓ VFR pilots should avoid "skirting the Delta". The high volume of VFR and IFR traffic in and out of PDK makes it imperative for aircraft on the edge of the Class D to monitor/ contact the Tower, especially between 2000' MSL and 3000' MSL.



### Additional Information

- ✓ ILS Critical Areas – KPDK has no protected ILS critical areas (they are all east of RWY 21L)
- ✓ The ILS hold bar on TWY A short or RWY 21L is meant to protect the Obstacle Clearance Surface when an arriving aircraft is within two miles of the runway. The weather requirements for this hold line are the same as for an ILS hold line (Ceiling less than 800 feet and visibility less than 2 miles). Tower may instruct departing aircraft to pull up to the Runway Hold Short line if no aircraft are on final.
- ✓ Maintenance engine runs. The standard location for maintenance engine runs is in the run-up pad on Taxiway Juliet (“the Juliet run-up”). This area falls within the Precision Obstacle Free Zone (POFZ) and must be protected when the ceiling is less than 300 feet, or the visibility is less than ¾ miles. Anytime an aircraft performs a run-up in the Juliet pad, the operator must ensure the aircraft fuselage is parallel to RWY 21L and the engines are facing north.
- ✓ RWY 21L has a 1000-foot displaced threshold.
- ✓ RWY 21L has an Engineered Materials Arresting System (EMAS), 160 FT wide, 600 FT long, located at the departure end.

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