

## KNOW BEFORE YOU GO

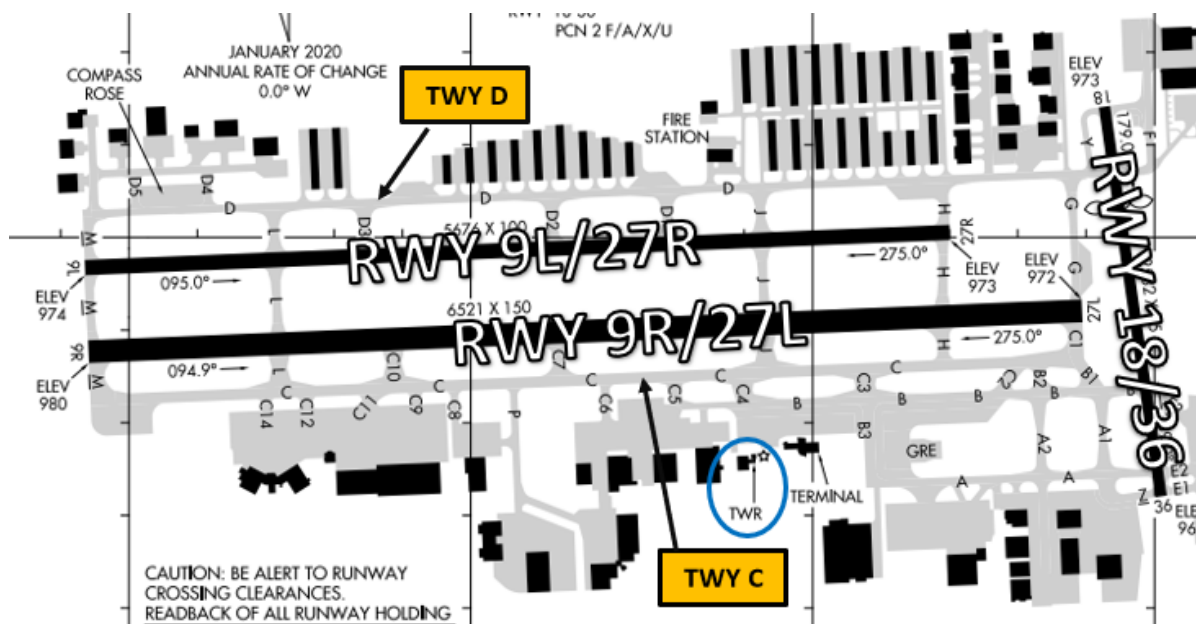
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The FAA will release a From the Flight Deck Video which will highlight actual KPTK airport runway approach and taxiway footage combined with diagrams and visual graphics to clearly identify hot spots and other safety-sensitive items.

**Oakland County International Airport (KPTK)** is the second busiest airport in the state of Michigan, behind Detroit (KDTW). The airport supports numerous flight schools, recreational general aviation, corporate aviation, air cargo, seaplanes, and helicopter operations.

- ✓ RWY configuration consists of two parallel RWYs, with staggered thresholds, designated RWY 9L/27R and RWY 9R/27L.



- ✓ Note that RWY 9R/27L is longer and wider.
- ✓ A third RWY designated RWY 18/36 does not intersect RWY 9L/27R and 9R/27L.
- ✓ The RWY 18 threshold is displaced.
- ✓ The TWY system provides access to business and services located on the east and west sides of the airport. TWY C and TWY D run full-length to the parallel RWYs.

The **airspace** at KPTK is **Class D** and underlies Detroit Class B airspace. (Refer to Sectional Chart.)

KPTK TWR

Hours of Operation – 0600L-0000L

Administrative Office Open 0830L to 1700L - M through F

Business Phone 248-666-3900



## Cautions

### Hot Spots

There are no Hot Spots at KPTK.

### Wrong Surface Intersection Takeoff

- ✓ Pilots have turned in the wrong direction when cleared for an intersection takeoff.
- ✓ Prior to entering the RWY and again when lined up on the RWY, **check** the Magnetic Compass and the Horizontal Situation Indicator (HSI), if installed, to **verify** that the aircraft is pointed in the **correct direction**.

**9 - 27**

*Generic RWY used for illustration purposes only*

Use the above “Generic” RWY Marking.

If you are cleared to take off on RWY 9, from an intersection, you would turn **RIGHT** onto the RWY.

For a RWY 27 intersection takeoff you would turn **LEFT** onto the RWY.

**Apply this to your specific situation.**

### Wrong Surface RWY Landings [\(See Arrival Alert Notices\)](#)

- ✓ Parallel RWYs present the risk of landing on the wrong RWY.
- ✓ If available, back up all visual approaches with an instrument approach.

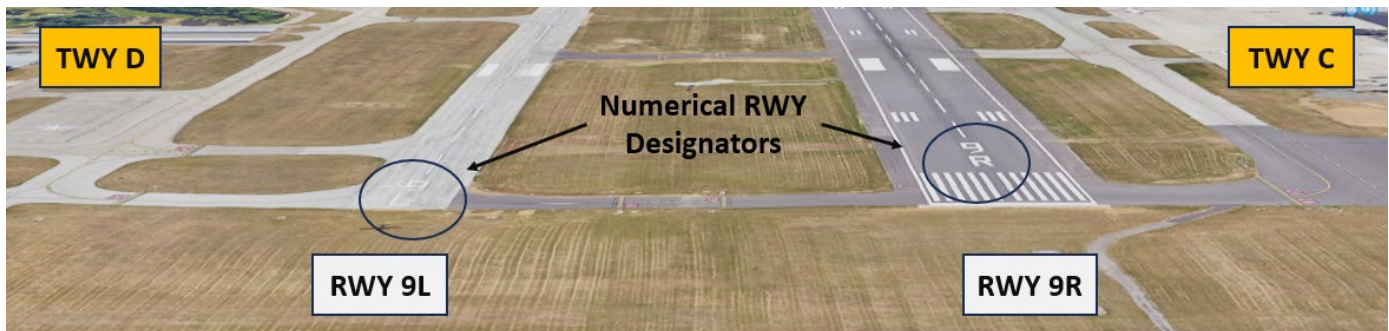
- ✓ **Staggered** thresholds on parallel RWYs increase this risk.
- ✓ When RWYs are staggered, remember that the first RWY that becomes visible may not be your assigned RWY.



**The Thresholds on RWY 27L and RWY 27R are Staggered**

## Wrong Surface TWY Landings [\(See Arrival Alert Notices\)](#)

- ✓ Whenever a TWY runs parallel to a RWY, the risk of a TWY landing increases.
- ✓ If available, back up all visual approaches with an instrument approach.



**RWY markings are White.**

**Markings on surfaces not used for Takeoff/Landing (like TWY markings, chevrons, RWY shoulder, RWY turn-on markings, etc., are Yellow.**

## FROM THE KPTK TOWER CONTROLLERS

The following is local airport specific information that your TWR Controllers want to pass along.

### General

- ✓ KPTK has extensive pilot training operations.
- ✓ Pilots must state their callsign in every transmission.
- ✓ RWY 18/36 is unlit and is unavailable between sunset and sunrise.

### Traffic Patterns

- ✓ Use caution for traffic on the opposite base leg for the parallel runway.
- ✓ If you want a short approach, advise the TWR prior to takeoff or prior to starting crosswind turn.

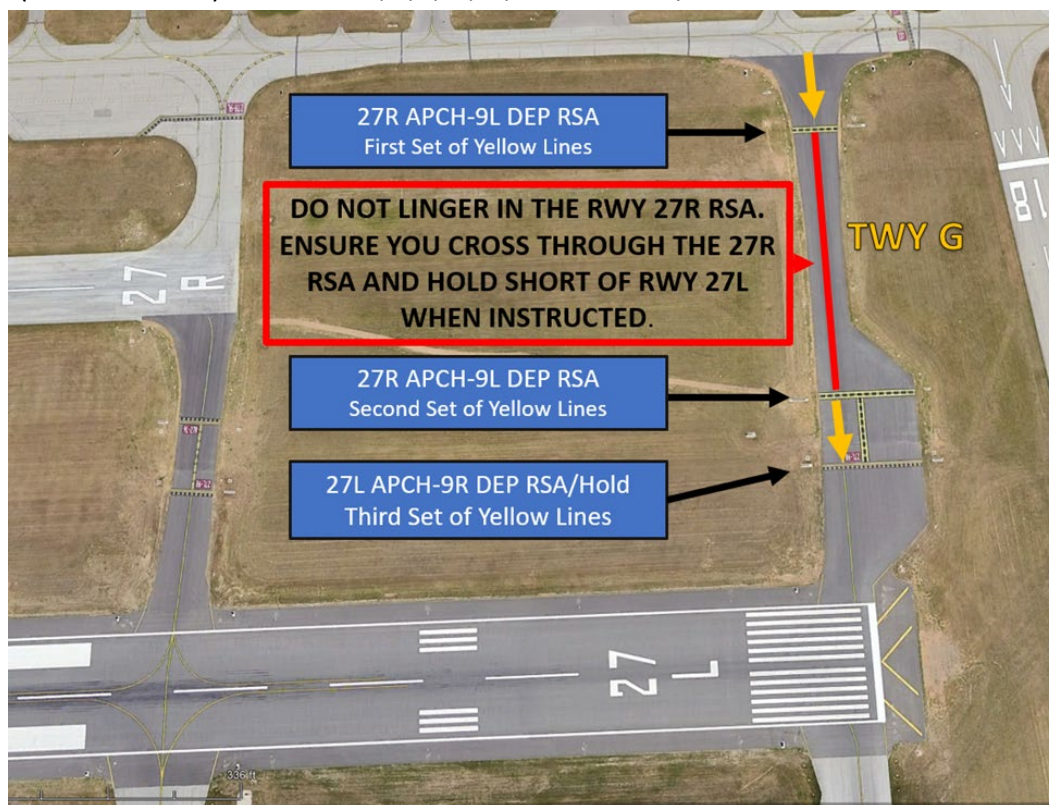
### Surface Risk – Movement Area Cautions

- ✓ Be alert for extensive helicopter operations around the airport, especially to/from the midfield ramp and the southeast corner of the field.
- ✓ TWY D and TWY C are near the parallel RWYs. Watch for aircraft exiting the RWYs.
- ✓ RWY 18/36 is often used to taxi aircraft from one side of the field to the other without having to cross the parallel RWYs. However, RWY 18/36 intersects with the Runway Safety Area (RSA) of RWY 9R/27L. When there is traffic on RWY 9R/27L.
  - Expect to be held “on the numbers” when taxiing south on RWY 18.
  - Expect to hold short on TWY B when taxiing north on RWY 36.
- ✓ Use caution near RWY 18/36 due to proximity to TWYs and FBOs.



## RWY Crossings

- ✓ The airport layout allows for crossing from the north side of the airport to the South side (and vice versa) via TWYs M, L, J, H, G, and RWY 18/36.



- ✓ Pilots may be instructed to taxi on RWY 18/36 to get to the other side of the field during periods of busy traffic.
- ✓ All crossings are expected to be without delay. Controllers often emphasize “no delay” in the crossing instruction.
- ✓ It is uncommon for the controller to be able to cross both RWYs at the same time. Do not allow a sense of urgency to cross one of the parallel RWYs distract you from holding short of the other RWY.

## RWY Holding Position Markings

- ✓ The Runway Safety Area (RSA) for RWY 27R/9L intersects with TWY G. [RSA Information](#).
- ✓ This sometimes leads to confusion for the pilots that are taxiing to RWY 27L from the north side of the field.
- ✓ Expect for the controller to instruct pilots to hold short of TWY G before proceeding to RWY 27L.
- ✓ The controller may tell the pilot to proceed across the first two sets of yellow lines (the RSA boundaries for RWY 27R/09L) and to hold short of the third set of yellow lines (the RSA Hold Short position for RWY 27L).

## Departure/Takeoff

- ✓ Normally departures will contact TWR on frequency 120.5. When KPTK is in a dual TWR configuration, pilots departing RWY 9L/27R will contact TWR on frequency 123.7 and pilots departing RWY 9R/29L shall contact TWR on frequency 120.5.
- ✓ After departure, the TWR controller may instruct you to contact the other TWR frequency if you need a turn through the other controller's airspace.

## Arrival/Landing

- ✓ Normally inbounds will contact TWR on frequency 120.5.
- ✓ When KPTK is in a dual TWR configuration, pilots inbound from the north will contact TWR on frequency 123.7 and pilots inbound from the south will contact TWR on frequency 120.5.
- ✓ Pilots are expected to exit the RWY at the first available TWY.
- ✓ When exiting a RWY, ensure that your **entire aircraft** is beyond the yellow RWY Holding Position Marking.
- ✓ Sometimes you may have to enter a TWY when clearing the RWY. The controllers are aware of and manage aircraft on the TWY accordingly.

## Areas of Caution

- ✓ There is a seaplane base (41D) at Pontiac Lake, immediately west of the airport. Use caution for low level seaplane operations when landing RWY 9R/L or when departing RWY 27L/R.
- ✓ There is a highly active practice area to the northeast of KPTK. Use caution when departing to the northeast and when inbound to KPTK from the northeast for potential opposite direction traffic.
- ✓ Avoid flying near the final approach corridor for RWY 9R/27L at or below 3500' MSL.



## Weather

- ✓ During cold weather operations, the priority for snow removal is RWY 9R/27L, the associated turnoffs, and TWY C. All other areas of the field have lower priorities.
- ✓ On initial contact, advise controllers where you intend to park. They can coordinate with the snow team to clear a path to your hangar/FBO.

## Controller Preferences

- ✓ Tell Ground Control if you need a run-up prior to taxiing to the RWY. There are multiple run-up areas around the airport. It is preferred that you not block access to the RWY when you complete your run-up while holding short.
- ✓ KPTK controllers prefer touch-and-go landings to full-stop taxi backs, however, if you advise your intentions on initial contact, your controllers will do their best to fulfill your request.
- ✓ Frequency changes are considered to be approved, without coordination, upon exiting Class D airspace, unless instructed otherwise by ATC. Pilots do not need to request a frequency change when they are clear of Class D.

## Additional Caution

- ✓ TWR is unable to see more than 200' south of RWY 36 threshold as well as TWY A2 between TWYs A and B.

## NOTAMS

- ✓ See NOTAMS for the following notices and Letters to Airmen (LTA):
  - Closure/Restriction NOTAM Diagram
  - VFR Practice Instrument Approaches
  - Publication of Airport Frequencies
  - Wrong Surface Landing Risk
  - Runway Alignment & Overshooting Parallel Runways

This information is subject to change. Not for navigation or legal pre-flight action. Refer to official pre-flight materials such as, but not limited to, NOTAMS, Airport Diagrams, Chart Supplement and VFR charts for the current airport-specific details.