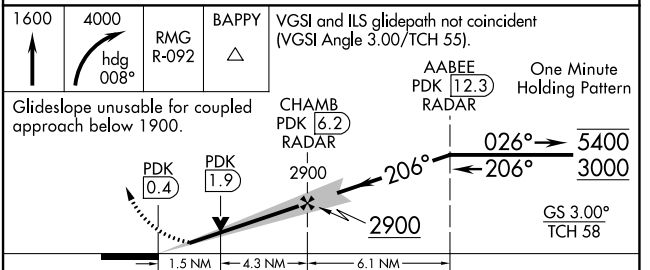
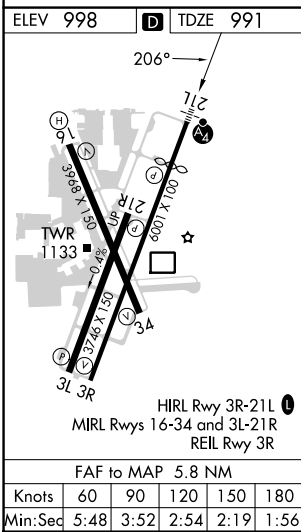
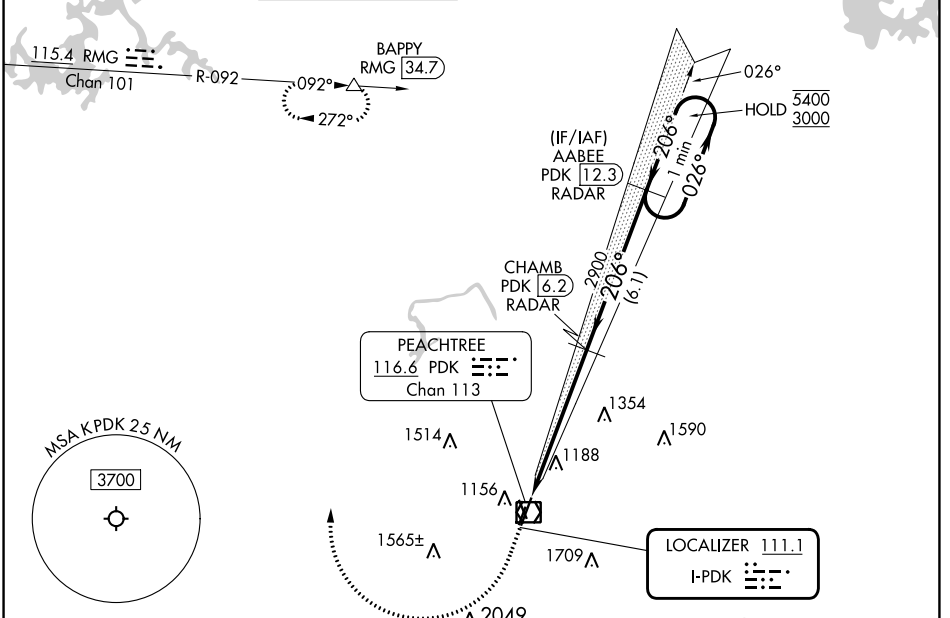


LOC I-PDK <b>111.1</b>	APP CRS <b>206°</b>	Rwy Idg TDZE Apt Elev	<b>4996</b> <b>991</b> <b>998</b>
---------------------------	------------------------	-----------------------------	-----------------------------------------

# 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>



VGSI and ILS glidepath not coincident (VGSI Angle 3.00°/TCH 55).	AABEE PDK 12.3 RADAR	One Minute Holding Pattern		
Glideslope unusable for coupled approach below 1900.	CHAMB PDK 6.2 RADAR			
	PDK 0.4	PDK 1.9		
	1.5 NM	4.3 NM		
	6.1 NM			
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)
☑ CIRCLING	1520-1 522 (600-1)		1840-2½	2060-3
			842 (900-2½)	1062 (1100-3)

SE-4, 26 DEC 2024 to 23 JAN 2025

SE-4, 26 DEC 2024 to 23 JAN 2025