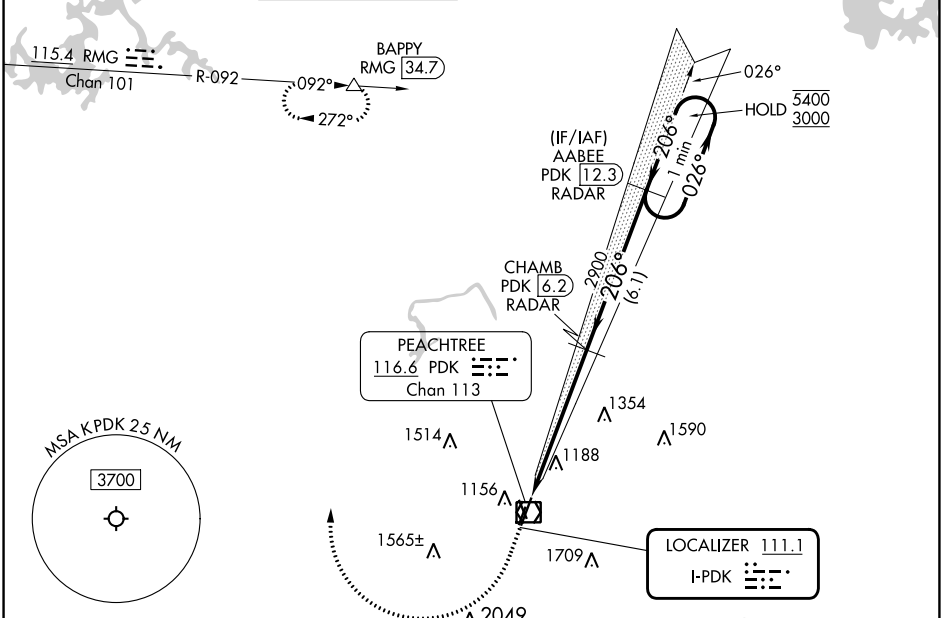


LOC I-PDK <b>111.1</b>	APP CRS <b>206°</b>	Rwy Idg TDZE Apt Elev	<b>4996</b> <b>991</b> <b>998</b>
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# ILS or LOC RWY 21L

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>



ELEV 998	<b>D</b>	TDZE 991
<p>HIRL Rwy 3R-21L MIRL Rwys 16-34 and 3L-21R REIL Rwys 3R and 21L</p>		
FAF to MAP 5.8 NM		
Knots	60	90 120 150 180
Min:Sec	5:48	3:52 2:54 2:19 1:56

1600	4000	RMG R-092	BAPPY	VGSI and ILS glidepath not coincident (VGSI Angle 3.00°/TCH 55).
↑	hdg 008°			AABEE PDK (12.3) RADAR
Glideslope unusable for coupled approach below 1900.				One Minute Holding Pattern
				<p>5400 3000</p> <p>GS 3.00° TCH 58</p>
				<p>1.5 NM    4.3 NM    6.1 NM</p>

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)

SE-4, 05 SEP 2024 to 03 OCT 2024

SE-4, 05 SEP 2024 to 03 OCT 2024