

FBO Information

Atlantic Aviation (Formerly Mercury)
ARINC 131.65

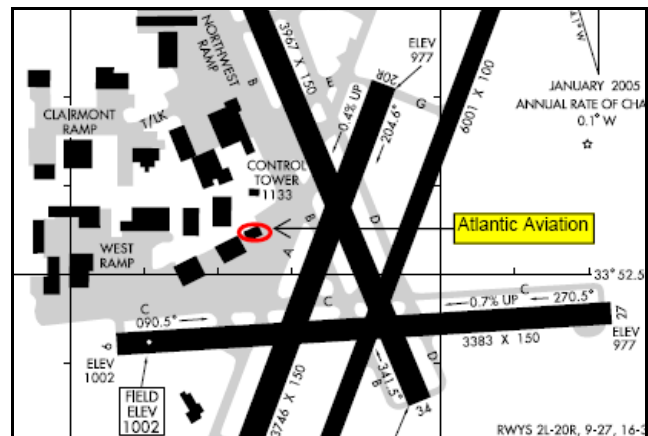
DeKalb - Peachtree Airport (PDK)
2040 Airport Rd.
Atlanta, GA 30341

Phone: (770) 454-5000

Fax: (770) 454-5021

Hours: Open 24 / 7

www.atlanticaviation.com



PLEASE :

- 1 Clean up after yourself and replace pitot tube covers if available. Please leave the aircraft in the condition you would like to have it on your next flight.
- 2 Be sure the aircraft is chocked and/or securely tied down after your flight. You may ask line service to assist you, but they may not be immediately available.
- 3 Obey noise abatement procedures and voluntary curfew (No flying between 11:00pm and 6:00am).
- 4 Have the customer service reps fax completed flight detail sheets as soon as possible.
- 5 Telephone AirShares Elite to report any serious or airworthiness related squawks.

Dispatch Procedures

Out

Aircraft keys and flight detail sheet binder are kept behind the front desk and must be dispatched by Atlantic Aviation staff. The staff receives a daily fax from which they'll verify your name and scheduled tail number. Do NOT assume that whichever plane is pulled up is yours – please call AirShares if there are any discrepancies between what you thought you were flying versus what Atlantic has on record. Also, they may be unaware of last minute changes to the schedule, so please be patient while they call us to confirm your booking if a discrepancy is found.

At Atlantic, your aircraft should be pulled up on line four (the fourth row of planes right of the FBO ramp exit) or possibly a closer line space-permitting. They ask that you please check your fuel level before calling in fuel orders, but if time is a factor they will do their best to accommodate you. In any case, please do not call in a fuel order more than a few hours in advance in case circumstances force you to cancel – this prevents your fuel order from becoming a weight issue for the next owner's flight.

The ramp area may be very busy (and noisy), with a mix of large turbine, turboprop, and piston aircraft arriving and departing. PLEASE STAY SAFE AND ALERT AT ALL TIMES. Keep family members close by. Use the walkway next to the hangar to make your way to line four; do NOT walk between aircraft.

Charts and supplies may be purchased at Wings 'N Things, which is a few hundred yards up the main airport road on the right. If you ask, Atlantic will likely give you a ride up there.

In

Atlantic requests that you call them on 131.65 a few minutes before landing. They do attempt to monitor the ground control frequency and 80% of the time a ramp agent will guide you to parking. If no agent meets you, please use good judgment and park accordingly, except immediately in front of the FBO.

Local ATC Procedures

General

PDK is one of the busiest airports in the southeast, with four runways including two which are parallel. On top of this, the runway numbering can be confusing (Runways 2L and 2R, and 20L and 20R). Taxiing can also be quite confusing for those which are unfamiliar. **Listen** carefully to the ATIS and ground control and note the runways in use *prior* to calling for taxi. **Note** your likely route to the active runway on your diagram *before* calling ground. **Confess** if you are unfamiliar and ask for a progressive. Taxiing to runways 20R/L and 2R/L is a matter of a simple right or left turn on taxiway Alpha out of Atlantic. Taxiing to runway 34 is significantly more confusing. **Always contact ground control prior to leaving run-up areas.**

Remain aware of the Class Bravo shelves above you – PDK is just barely under the 8,000ft shelf but immediately east and west it drops to 6000ft. Hartsfield (ATL), the world's busiest airport, is about 14 miles due south and departures southeast, south, and southwest are discouraged without additional training. Due west, is military class Delta airspace belonging to Dobbins Air Reserve Base (MGE) up to 3,600 MSL. Climb quickly to pass above it (but under the 6,000 Bravo shelf) or fly northwest of it. Inbound, contact tower at 10-12 nm and listen *carefully* for pattern entry instructions, which vary greatly. **Slow down early!**

There is a voluntary night curfew program in effect when the tower is closed (11pm-6am). Numerous noise abatement procedures are in effect (please see <http://www.pdkairport.org/noise.asp>)

IFR

When being vectored onto the ILS, you may be asked to "maintain best forward speed." This is likely due to the sequencing of your airplane in front of faster moving jet traffic. Please do not allow yourself to get bullied into a situation where you're flying the aircraft at speeds that you are not comfortable with. Use of "Unable" or "I can give you 119 knots max" should be considered. ATC often assigns close-in visual approaches requiring steep descents – **stay slow!**

Hazards

Wake Turbulence

While there is no scheduled commercial traffic, large category corporate aircraft pose some hazard. Military transport aircraft cross overhead (C-17s usually) and MANY large airliners inhabit the class B airspace. Please be vigilant when operating within 1000ft of the class B shelf above you.

Weather

No unique weather phenomena occur at PDK. The airport usually gets the same as the rest in the local area. For alternate filing, we recommend Fulton Co. (FTY), as Lawrenceville (LZU) usually has the worst ceilings/visibility in the area; FTY the best.

Limited Off-airport Landing Sites

Aside from some nearby golf courses, the densely populated areas surrounding the airport do not offer much in the way of off-airport forced landing sites. CAPS deployment may be the only option, altitude permitting. It is highly suggested that you brief the CAPS to yourself and passengers before take-off and "arm" the system mentally passing through 400-500ft AGL.

Towers

Numerous tall (1000ft AGL) towers exist 6-8 miles south of the airport, and there are several towers up to 1500ft AGL within 30 miles. Use caution if operation below 3000MSL (2000AGL) is desired.

Local AirShares Elite Office

AirShares Elite Southeast
1954 Airport Road, Suite 270

Atlanta, GA 30341

Phone: (678) 581-5962

Fax: (866) 448-4553

Doug Spencer, Manager

Joe Davis, Regional Chief Pilot – (678) 642-9016

URGENT MESSAGE TO ALL AIRMEN OPERATING AT PDK

This message is intended for all airmen who plan to fly to or from Atlanta's DeKalb-Peachtree Airport (PDK).

PDK has a high number of runway incursions, particularly pilot deviations. The common factor in most of these is the airmen that are not based at PDK. The airport has complex runway configurations with closely aligned taxiways, which can be confusing to unprepared pilots. All airport facilities and markings have been reviewed with the staff and determined to meet the level of safety required by current standards. However, in an effort to avoid future runway incursions and potential accidents, we urge pilots operating at PDK to:

- become totally aware of the airport hot-spots (visit website at www.pdkairport.org);
- know exactly where on the ground you plan to go;
- become very familiar with the airport diagram, (download from aopa.org/asf/publications/taxi or <http://www.naco.faa.gov/d-tpp/0711/00469AD.PDF>);
- ask for "progressive taxi instructions" from Ground control if you have any questions or concerns about finding your way;
- review all safety data associated with the airport including NOTAMs, ATIS, etc.; and,
- assess yourself to see if you are up to the task of operating at a high volume, complex and busy airport.

Please do your part to make operations as safe as possible for everyone operating into and out of PDK.

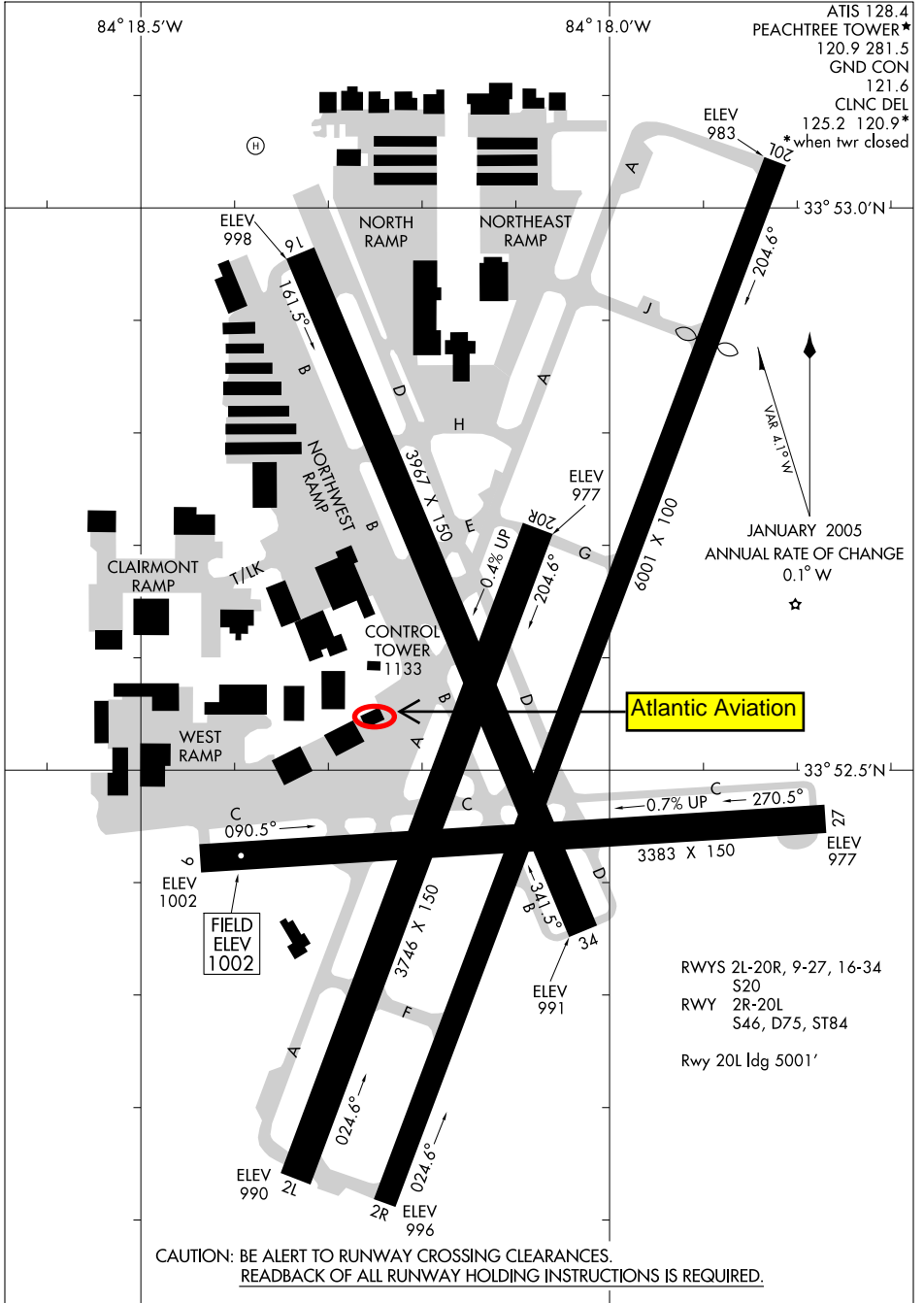
AIRPORT DIAGRAM

AL-469 (FAA)

ATLANTA/DEKALB-PEACHTREE (PDK)
ATLANTA, GEORGIA

SE-4, 22 NOV 2007 to 20 DEC 2007

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ATLANTA, GEORGIA
ATLANTA/DEKALB-PEACHTREE (PDK)