

# PDK AIR TRAFFIC CONTROL TOWER

BASED HELICOPTER OPERATOR FORUM



## OUR MISSION:

TO PROVIDE THE SAFEST,  
MOST EFFICIENT  
SERVICE TO OUR  
CUSTOMERS

# OUR PURPOSE:

COLLABORATION IN  
THE DEVELOPMENT OF  
PHRASEOLOGY AND  
PROCEDURES THAT  
PROMOTE THE SAFETY  
OF HELICOPTER  
OPERATIONS AT PDK



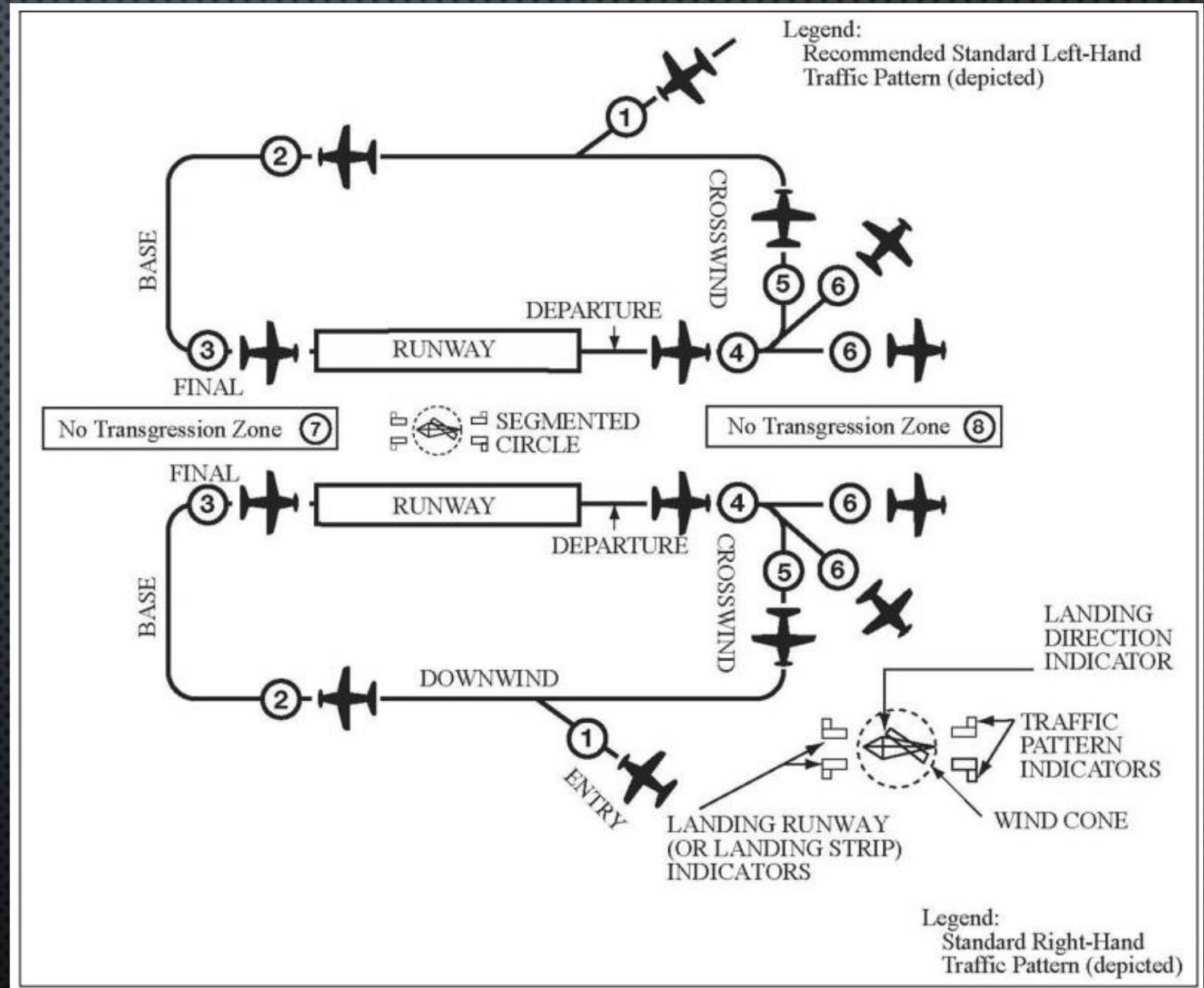


# TRAFFIC PATTERNS

HELICOPTERS: **1500 MSL**

FIXED-WING SINGLE-ENGINE: **2000 MSL**

FIXED-WING MULTI-ENGINE: **2500 MSL**



## FAR 91.123

# COMPLIANCE WITH ATC CLEARANCES AND INSTRUCTIONS

- **(A)** WHEN AN ATC CLEARANCE HAS BEEN OBTAINED, NO PILOT IN COMMAND MAY DEVIATE FROM THAT CLEARANCE UNLESS AN AMENDED CLEARANCE IS OBTAINED, AN EMERGENCY EXISTS, OR THE DEVIATION IS IN RESPONSE TO A TRAFFIC ALERT AND COLLISION AVOIDANCE SYSTEM RESOLUTION ADVISORY. HOWEVER, EXCEPT IN CLASS A AIRSPACE, A PILOT MAY CANCEL AN IFR FLIGHT PLAN IF THE OPERATION IS BEING CONDUCTED IN VFR WEATHER CONDITIONS. **WHEN A PILOT IS UNCERTAIN OF AN ATC CLEARANCE, THAT PILOT SHALL IMMEDIATELY REQUEST CLARIFICATION FROM ATC.**
- **(B)** EXCEPT IN AN EMERGENCY, NO PERSON MAY OPERATE AN AIRCRAFT CONTRARY TO AN ATC INSTRUCTION IN AN AREA IN WHICH AIR TRAFFIC CONTROL IS EXERCISED.
- **(C)** EACH PILOT IN COMMAND WHO, IN AN EMERGENCY, OR IN RESPONSE TO A TRAFFIC ALERT AND COLLISION AVOIDANCE SYSTEM RESOLUTION ADVISORY, DEVIATES FROM AN ATC CLEARANCE OR INSTRUCTION SHALL NOTIFY ATC OF THAT DEVIATION AS SOON AS POSSIBLE.
- **(D)** EACH PILOT IN COMMAND WHO (THOUGH NOT DEVIATING FROM A RULE OF THIS SUBPART) IS GIVEN PRIORITY BY ATC IN AN EMERGENCY, SHALL SUBMIT A DETAILED REPORT OF THAT EMERGENCY WITHIN 48 HOURS TO THE MANAGER OF THAT ATC FACILITY, IF REQUESTED BY ATC.
- **(E)** UNLESS OTHERWISE AUTHORIZED BY ATC, NO PERSON OPERATING AN AIRCRAFT MAY OPERATE THAT AIRCRAFT ACCORDING TO ANY CLEARANCE OR INSTRUCTION THAT HAS BEEN ISSUED TO THE PILOT OF ANOTHER AIRCRAFT FOR RADAR AIR TRAFFIC CONTROL PURPOSES.

# ATC PHRASEOLOGY

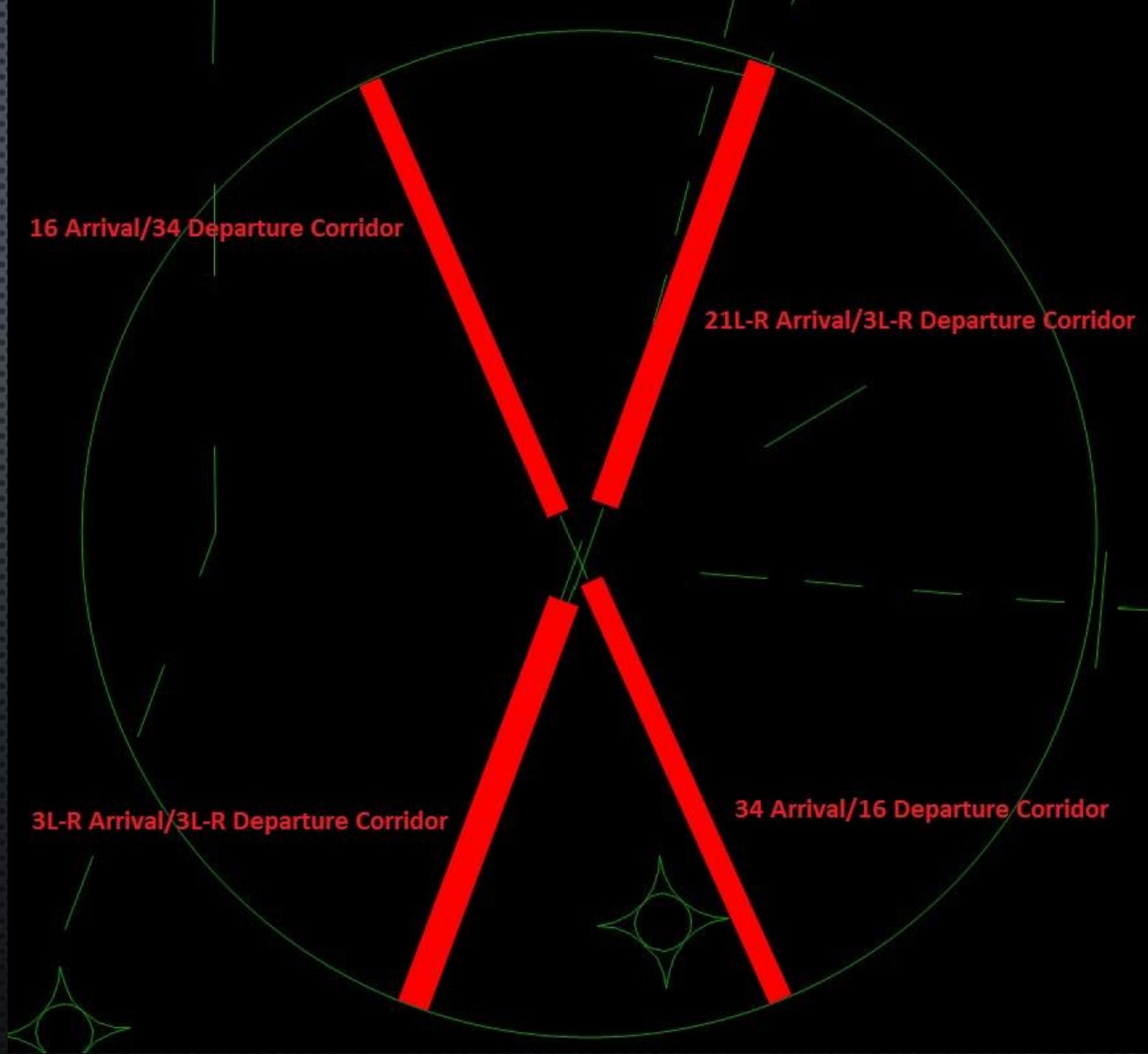
- PDK ATCT MAY USE CERTAIN RESTRICTIVE PHRASEOLOGY TO ENSURE SEPARATION OF DEPARTING/ARRIVING HELICOPTERS FROM DEPARTING/ARRIVING FIXED-WING AIRCRAFT TO/FROM THE RUNWAY SURFACES.

## PHRASEOLOGY:

“REMAIN (CARDINAL DIRECTION) OF RUNWAY (NUMBER) ARRIVAL/DEPARTURE CORRIDOR UNTIL ADVISED.”

## EXAMPLE:

N206TJ, REMAIN NORTH OF RUNWAY 34 DEPARTURE CORRIDOR UNTIL ADVISED.



# PDK ATCT “BEST PRACTICES”

PDK ATCT has developed a set of “Best Practices” for handling helicopter operations.

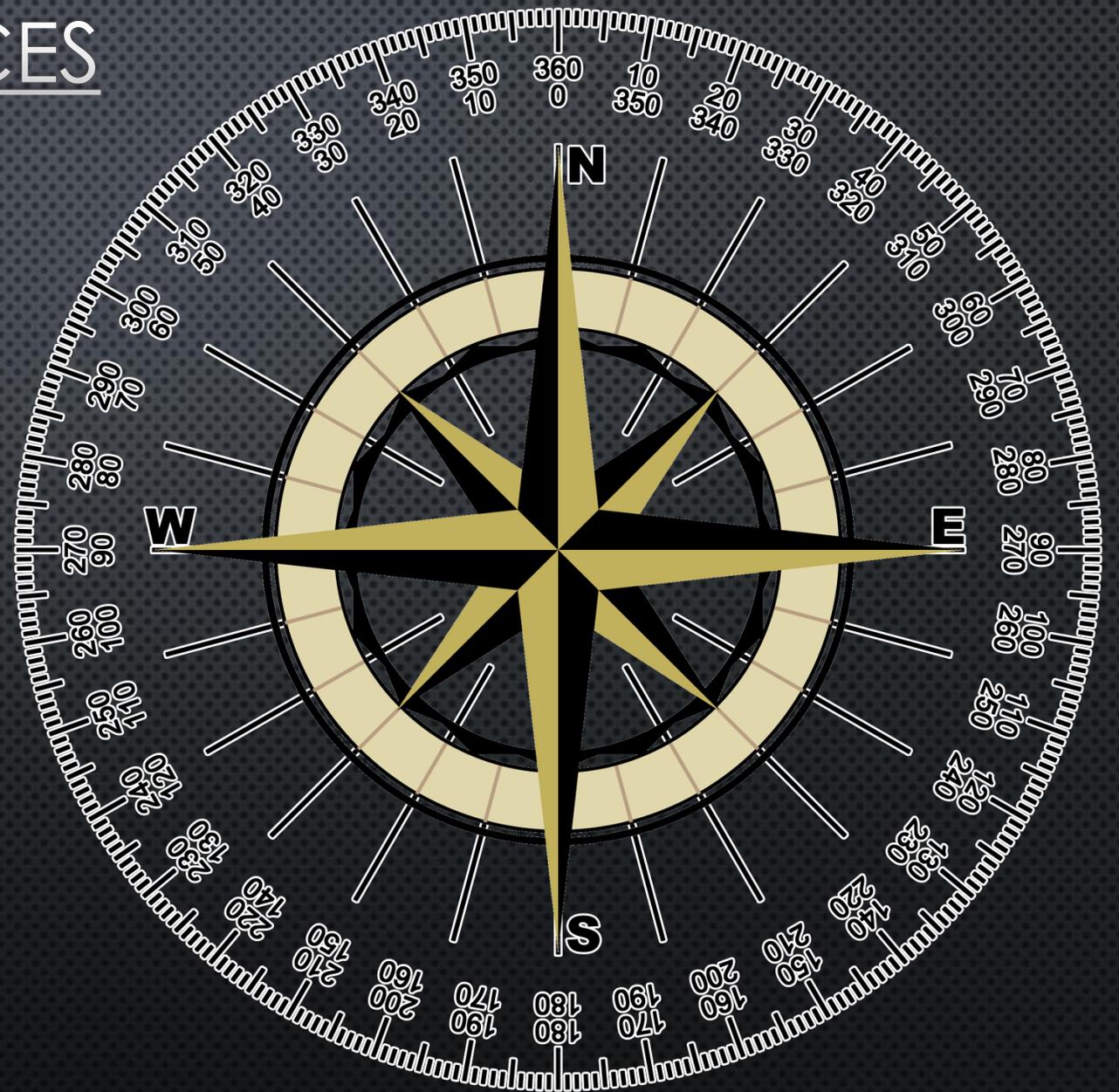
These “Best Practices” will not be written as official policy, but rather shall provide a guideline for handling the high volume of helicopter traffic operating on and around PDK.



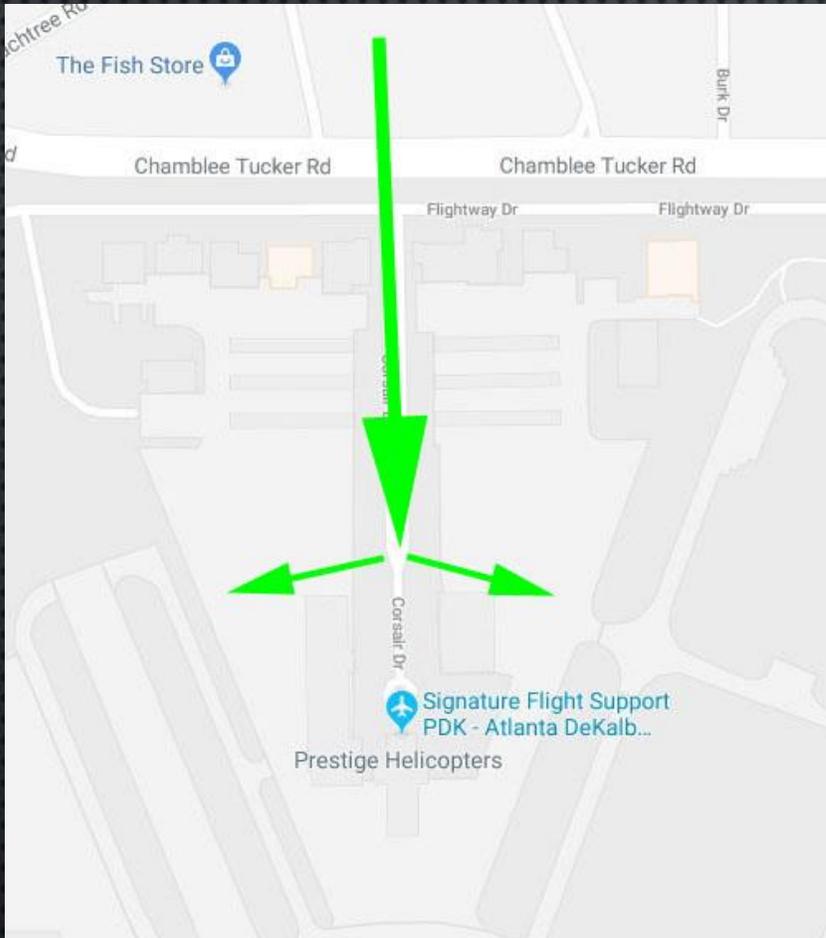
# PDK ATCT BEST PRACTICES

THE ATCT MAY ASK HELICOPTER PILOTS WHAT THEIR REQUESTED NUMERICAL HEADING WILL BE WHEN DEPARTING THE FIELD. THIS WILL REDUCE THE AMBIGUITY ASSOCIATED WITH RELAYING CARDINAL DIRECTIONS.

**NOTE:** ATC MAY PROVIDE YOU WITH A SUGGESTED HEADING TO FOLLOW UNTIL YOU CAN BE TURNED ON COURSE.

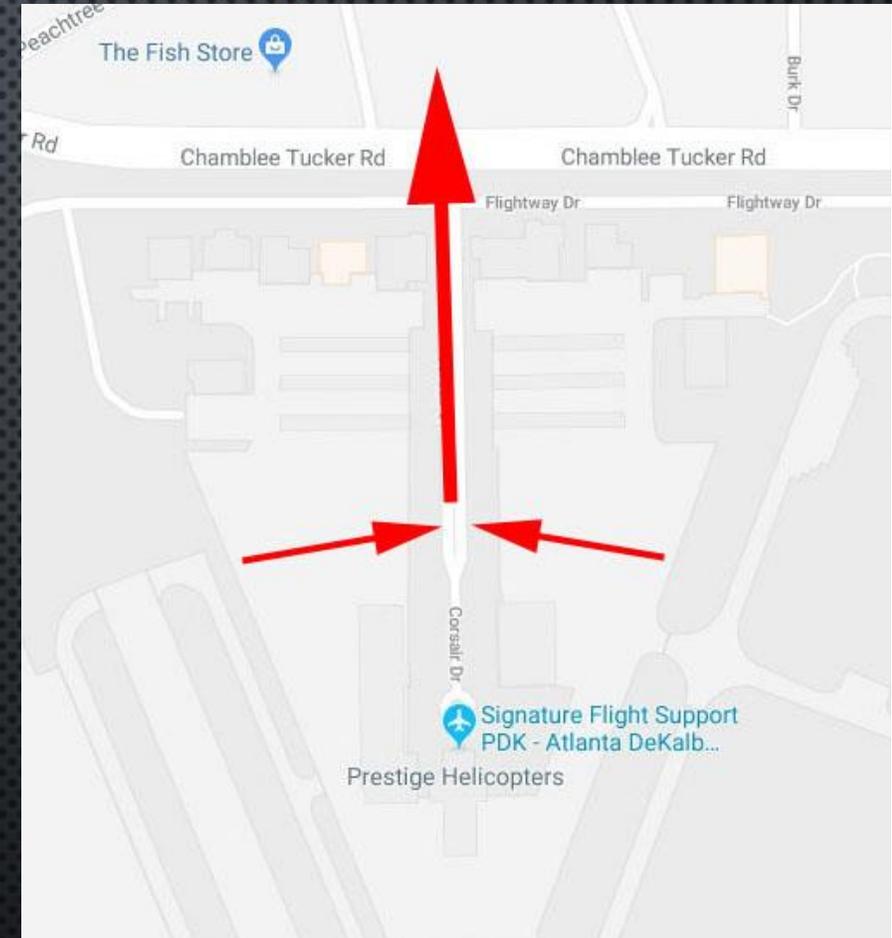


# PDK ATCT BEST PRACTICES



***Corsair Arrival***

THE ATCT MAY ASK HELICOPTER PILOTS DEPARTING/ARRIVING THE NORTH RAMP, SIGNATURE RAMP OR NORTHEAST RAMP AREAS TO DEPART/ARRIVE FOLLOWING CORSAIR ROAD LEADING INTO/OUT FROM THE SIGNATURE FBO.



***Corsair Departure***

# HELICOPTER PILOTS “BEST PRACTICES”

PDK ATCT recommends these “Best Practices” for helicopter pilots to follow when operating at PDK





## HELICOPTER PILOTS BEST PRACTICES

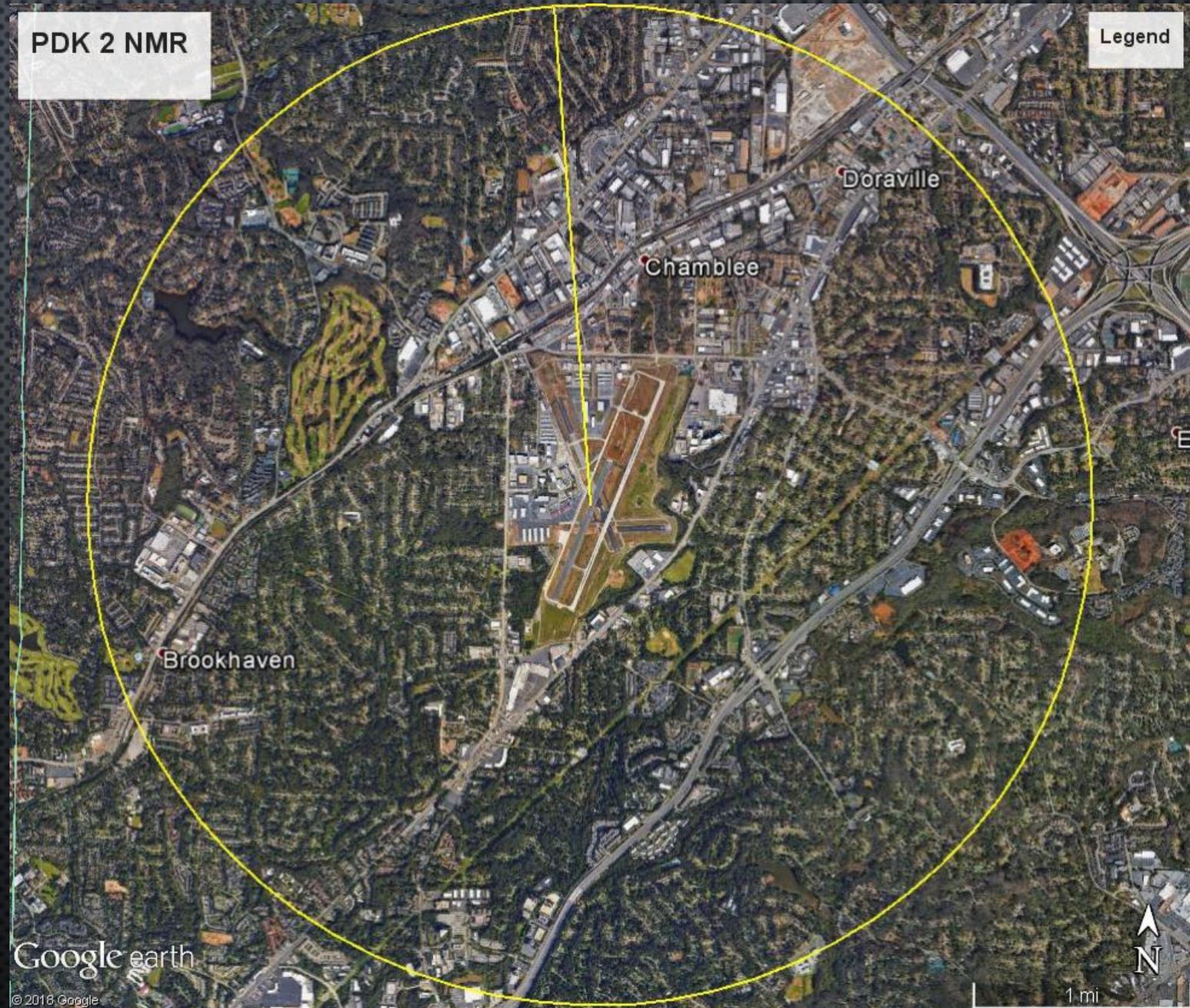
WHEN REQUESTING TO DEPART THE FIELD, PROVIDE ATC WITH A **NUMERICAL HEADING** RATHER THAN A CARDINAL DIRECTION. THIS WILL REDUCE AMBIGUITY AND PROVIDE ATC WITH A CLEAR PICTURE OF YOUR DIRECTION OF DEPARTURE.

**NOTE:** ATC MAY PROVIDE YOU WITH A SUGGESTED HEADING TO FOLLOW UNTIL YOU CAN BE TURNED ON COURSE.

# HELICOPTER PILOTS BEST PRACTICES

When arriving/departing the field, remain at or below 1500 feet MSL within a 2 nautical mile radius of PDK.

This will keep the helicopters separated from fixed-wing pattern traffic operating at or above 2000 feet MSL.



***THANK YOU!***

**COMMENTS, QUESTIONS AND  
CONCERNS?**