

KPTK - Pontiac - Oakland Co Intl

Airport details

| | |
|-------------|--------------------------|
| State | Michigan |
| Country | United States of America |
| Region | K5 |
| Elevation | 979ft (298m) |
| Timezone | GMT -5 |
| Coordinates | 42.66564, -83.42051 |
| Type | land |
| ICAO code | KPTK |
| IATA code | PTK |
| FAA code | PTK |

Runway info

| | |
|------------------------|-------------------------|
| Runway 9L / 27 | |
| length | 9473929m (31082444ft) |
| bearing | 117° / 297° |
| width | 30m (98ft) |
| surface | asphalt |
| Runway 9R / 27 | |
| length | 9473909m (31082379ft) |
| bearing | 117° / 297° |
| width | 46m (151ft) |
| surface | asphalt |
| Runway 18 / 36 | |
| length | 788m (2585ft) |
| bearing | 169° / 349° |
| width | 24m (78ft) |
| surface | asphalt |
| displacement threshold | 200m (656ft) / 0m (0ft) |

Communication

| | |
|------------------------|---------|
| Oakland Co Intl ATIS | 125.025 |
| Oakland Co Intl ATIS | 125.025 |
| Oakland Co Intl ATIS | 125.025 |
| Oakland Co Intl ATIS | 125.025 |
| Oakland Co Intl CTAF | 120.500 |
| Oakland Co Intl UNICOM | 122.950 |
| Oakland Co Intl CTAF | 120.500 |
| Oakland Co Intl CTAF | 120.500 |
| Oakland Co Intl UNICOM | 122.950 |
| Oakland Co Intl UNICOM | 122.950 |
| Oakland Co Intl CTAF | 120.500 |

| | |
|-----------------------------------|---------|
| Oakland Co Intl UNICOM | 122.950 |
| Oakland Co Intl CLNC DEL | 118.250 |
| Oakland Co Intl CLNC DEL | 118.250 |
| Oakland Co Intl CLNC DEL | 118.250 |
| Oakland Co Intl CLNC DEL | 118.250 |
| Oakland Co Intl GND | 121.900 |
| Oakland Co Intl GND | 121.650 |
| Oakland Co Intl GND | 121.900 |
| Oakland Co Intl GND | 121.900 |
| Oakland Co Intl GND | 121.650 |
| Oakland Co Intl GND | 121.650 |
| Oakland Co Intl GND | 121.900 |
| Oakland Co Intl GND | 121.650 |
| Oakland Co Intl PONTIAC TWR | 123.700 |
| Oakland Co Intl PONTIAC TWR | 120.500 |
| Oakland Co Intl PONTIAC TWR | 123.700 |
| Oakland Co Intl PONTIAC TWR | 120.500 |
| Oakland Co Intl PONTIAC TWR | 120.500 |
| Oakland Co Intl PONTIAC TWR | 123.700 |
| Oakland Co Intl PONTIAC TWR | 120.500 |
| Oakland Co Intl PONTIAC TWR | 123.700 |
| Oakland Co Intl DETROIT APPROACH | 132.350 |
| Oakland Co Intl DETROIT APPROACH | 132.350 |
| Oakland Co Intl DETROIT APPROACH | 132.350 |
| Oakland Co Intl DETROIT APPROACH | 132.350 |
| Oakland Co Intl DETROIT DEPARTURE | 132.350 |
| Oakland Co Intl DETROIT DEPARTURE | 132.350 |
| Oakland Co Intl DETROIT DEPARTURE | 132.350 |
| Oakland Co Intl DETROIT DEPARTURE | 132.350 |

Approach frequencies

| | | | |
|-----------|-----|-------|---------|
| ILS-cat-I | 09R | 111.1 | 18.00mi |
| 3° GS | 09R | 111.1 | 18.00mi |

Nearby beacons

| code | identifier | dist | bearing | frequency |
|------|---------------------------------|------|---------|-----------|
| PSI | DME | 5.3 | 287.4° | 111 |
| SVM | SALEM VORTAC | 17.2 | 214° | 114.30 |
| FNT | FLINT VORTAC | 23.1 | 312.6° | 116.90 |
| MTC | SELFRIDGE (MOUNT CLEMENS) TACAN | 26.2 | 95.1° | 133.70 |
| DXO | DETROIT VOR/DME | 27.2 | 173.2° | 113.40 |
| DM | SPENC (DETROIT) NDB | 28.4 | 154° | 223 |

| | | | | |
|-----|--------------------------|------|--------|--------|
| QG | WINDSOR NDB | 32.3 | 122.5° | 353 |
| DT | REVUP (DETROIT) NDB | 32.7 | 181.1° | 388 |
| RYS | GROSSE ILE (DETROIT) NDB | 35.9 | 154.6° | 419 |
| CRL | CARLETON VOR/DME | 37.1 | 183.4° | 115.70 |
| PH | PHURN (PORT HURON) NDB | 37.8 | 77.8° | 332 |
| TCU | TECUMSEH NDB | 43.2 | 216.4° | 239 |
| ECK | PECK TACAN | 47 | 49.9° | 114 |
| ADG | ADRIAN NDB | 55.9 | 219.5° | 278 |
| MB | OLSTE (SAGINAW) NDB | 58.2 | 316.3° | 257 |
| MBS | SAGINAW VOR/DME | 59.4 | 322.8° | 112.90 |

Departure and arrival routes

Transition altitude 18000ft
 Transition level 18000ft

| SID end points | distance | outbound direction |
|-----------------------|-----------------|---------------------------|
| RW09 (ALL) | | |
| METRO3 | 18.4 | 51° |
| ZETTR3 | 50.5 | 71° |
| HHWE3 | 88.0 | 103° |
| PAVYL2 | 88.1 | 107° |
| LIDDS2 | 136.9 | 126° |
| CLVIN2 | 226.3 | 191° |
| BARII2 | 139.8 | 204° |
| SNDRS2 | 123.8 | 207° |
| CCOBB2 | 77.9 | 256° |
| KAYLN2 | 120.3 | 266° |
| MIGGY2 | 81.5 | 297° |
| TRMML3 | 64.0 | 347° |
| RW27 (ALL) | | |
| METRO3 | 18.4 | 51° |
| ZETTR3 | 50.5 | 71° |
| HHWE3 | 88.0 | 103° |
| PAVYL2 | 88.1 | 107° |
| LIDDS2 | 136.9 | 126° |
| CLVIN2 | 226.3 | 191° |
| BARII2 | 139.8 | 204° |
| SNDRS2 | 123.8 | 207° |
| CCOBB2 | 77.9 | 256° |
| KAYLN2 | 120.3 | 266° |
| MIGGY2 | 81.5 | 297° |
| TRMML3 | 64.0 | 347° |

| STAR starting points | distance | inbound direction |
|-----------------------------|-----------------|--------------------------|
| ALL | | |
| PETTE2 | 54.0 | 58° |

| | | |
|--------|------|------|
| RRALF3 | 31.7 | 79° |
| OKLND1 | 64.1 | 263° |
| FOREY2 | 59.7 | 318° |

Holding patterns

| STAR name | hold at | type | turn | heading* | altitude | leg | speed limit |
|------------------|----------------|-------------|-------------|-----------------|-----------------|------------|--------------------|
| FOREY2 | FOREY | VHF | right | 144 (324)° | | DME 10.0mi | ICAO rules |
| PETTE2 | PETTE | VHF | left | 241 (61)° | | DME 10.0mi | ICAO rules |
| RRALF3 | KILTT | VHF | right | 313 (133)° | | DME 10.0mi | ICAO rules |

*) magnetic outbound (inbound) holding course

Disclaimer

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