

DEKALB-PEACHTREE AIRPORT

KPDK

Elevation 998'

Chamblee, GA

[Airport Website](#)

Airport Overview

DeKalb–Peachtree Airport (ICAO: **KPDK**, FAA LID: **PDK**) is a county-owned, public-use airport in DeKalb County, Georgia, United States. The airport is located in the city of Chamblee, just northeast of Atlanta.

DeKalb–Peachtree Airport covers an area of 745 acres at an elevation of 998 feet above mean sea level. It has three runways: 3R-21L is 6,001 by 100 feet with a concrete surface; 3L-21R is 3,746 by 150 feet with an asphalt surface; and 16-34, which is 3,968 by 150 feet with an asphalt surface. It also has one helipad designated with a concrete surface measuring H1 is 56 by 56 feet.

The airport has over 100 hangars. It is the second-busiest airport in Georgia, behind Hartsfield–Jackson Atlanta International Airport (ATL), in the number of flight operations per year and is the seventh-busiest general aviation (non-airline) airport in the US. PDK helps to relieve ATL of smaller-aircraft traffic.



PDK Airport
DeKalb County - Growing for You!

Longest Runway	Lowest Published Approach Minimums
RWY 03R-21L: 6001 x 100'	ILS RWY 21L: 1330 (339') $\frac{3}{4}$



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Runway	Surface	Runway Length	Runway Width	LDA	GA/TCH
03R	CONC-GRVD	6001	100	5411	V 3.46°/23'
21L	CONC-GRVD	6001	100	5001	P 3°/55'

NOTE: RWYs 16-34 (3967 x 150'), 03L-21R (3746 x 150') are on airport.

ATC

TOWER:

Yes

No

Notes: ARFF Located on field but no FAA Index.

AF/D Notes of Interest

- Attended Continuously. Tower open M-F 1130-0400Z±; Sat-Sun 1200-0400Z±.
- Caution: Pilots be alert at KPDK due to high number of runway incursions.
- Be alert during grnd ops, multiple rwy/twy crossing required.
- Heavy helicopter ops NW corner and E side of arpt. Helipad located N of RWY 16 thld.
- Flocks of birds on and invof arpt.
- All TWYs K, L, and C east of D are non-movement areas.
- Voluntary night curfew in effect 0400-1100Z±.
- Noise sensitive all quadrants; pilots use close-in departure procedures.
- ILS glideslope unusable byd 4° left and 4° right of course.
- EMAS located at departure end of RWY 21L.

Terrain/Obstacles

- Trees apch end RWY 03R-21L.
- Multiple towers up to 2049' MSL located approx 5 NM S of arpt; close to FAC for RWY 03R.

Safety Factors

- Small airport layout with extremely busy operations.
- Short runway operations increases risk of unstable approach and runway excursion.
- Taxi routes require runway crossings.
- Airport Hot Spots, see pg 3.
- Parallel runway operations.
- Arpt lies under KATL Class B airspace.

Approach Review

RWY 03R	RWY 21L
VASI, RNAV(RNP), RNAV(GPS)	PAPI, ILS, LOC, RNAV(RNP), RNAV(GPS)

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Reference Documents (Double-Click on icon to retrieve)

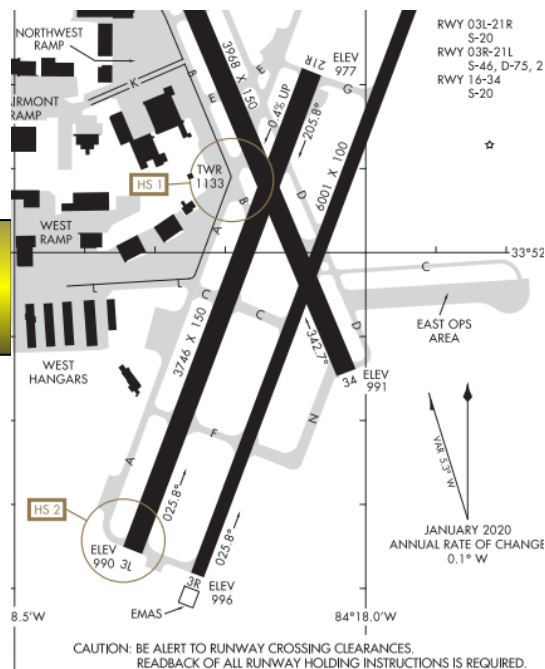
(AFD)	(AD)		

Accident/incident History

A search of available databases yielded 105 reports from JAN 2018 to DEC 2023 of which 83 were pertinent to risks at the airport. The pertinent reports were bird strikes (69), NMAC (4), poor lighting (4), runway excursion (3), ground conflict near hotspot (1), mid-air collision (1), and a business jet that undershot the runway. A sample report depicted below.

Sample Report: On March 9, 2019, at 1547 eastern standard time, a Gulfstream G-IV, N505GF, was substantially damaged during landing at Dekalb-Peachtree Airport (PDK) Chamblee, Georgia. The two airline transport pilots and 12 passengers were not injured. Day visual meteorological conditions prevailed. Upon arrival into the Atlanta area, air traffic control advised them runway 34 at PDK, which was 3,967-ft-long, was in use and runway 21L/ 3R, which was 6,001-ft-long, was closed until 1600, which was about 20 minutes from then. The crew requested to hold until the longer runway opened, but shortly thereafter after determining they had the landing performance, advised that they would be able to land on runway 34. The pilot reported that the approach to landing was normal, but during the landing flare, he felt an "unusually hard impact." The landing roll and taxi to the ramp were uneventful. Examination of the airplane revealed substantial damage to the fuselage, and photographs revealed two tire tracks in the grass about 18 ft before the runway threshold and loose dirt and grass around the threshold, consistent with the airplane's main landing gear touching down in the grass and subsequently impacting the threshold. The pilot flying reported that this was his first landing on that runway at the destination airport. The flight crew did not report any preimpact mechanical malfunctions or failures with the airplane. It is likely that the flight crew failed to maintain the proper glidepath during the approach.

CAUTION
Airport Hot Spots



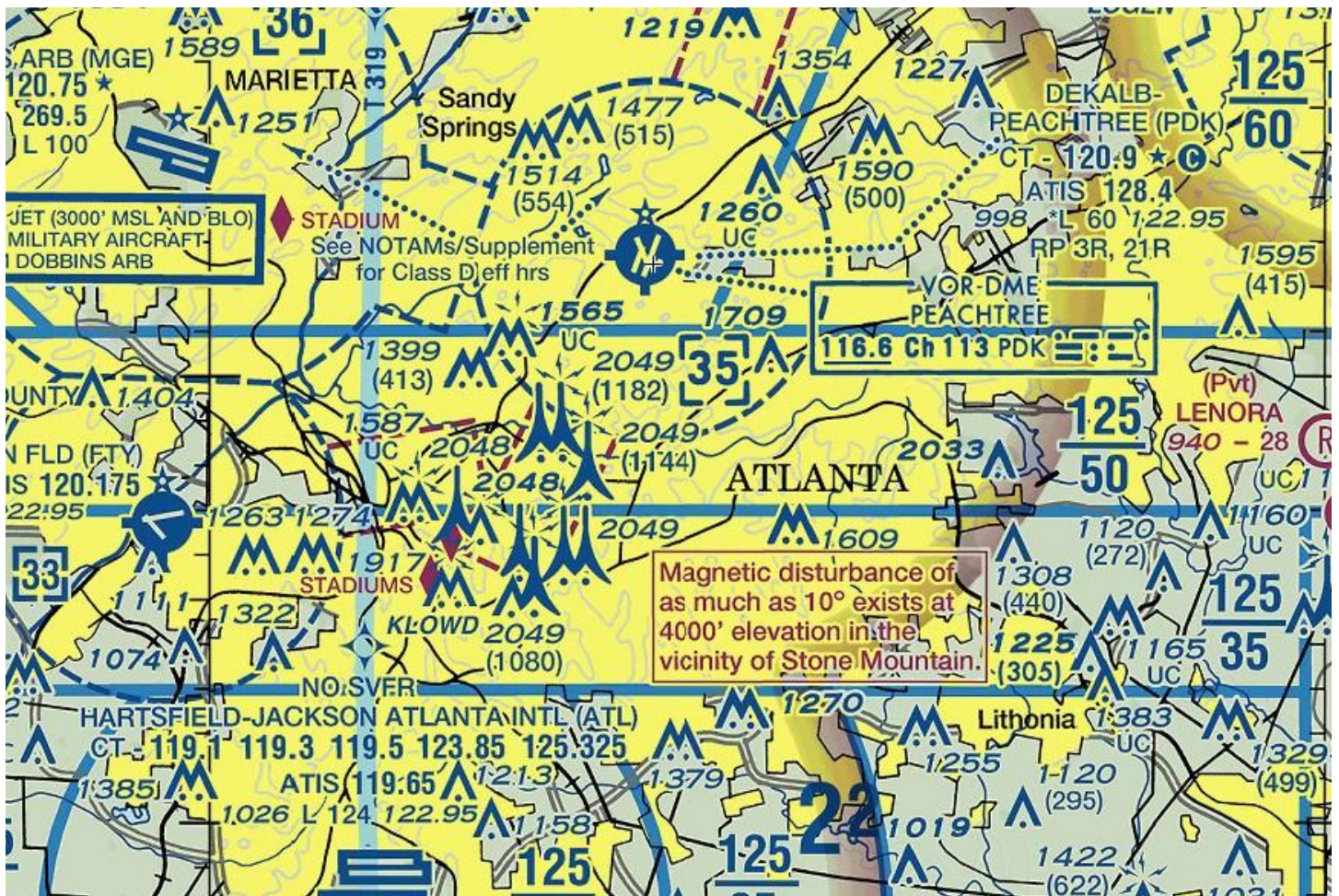
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Risk Analysis

Hazard	(Optional) Mitigations—Please fill in your own company mitigations
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