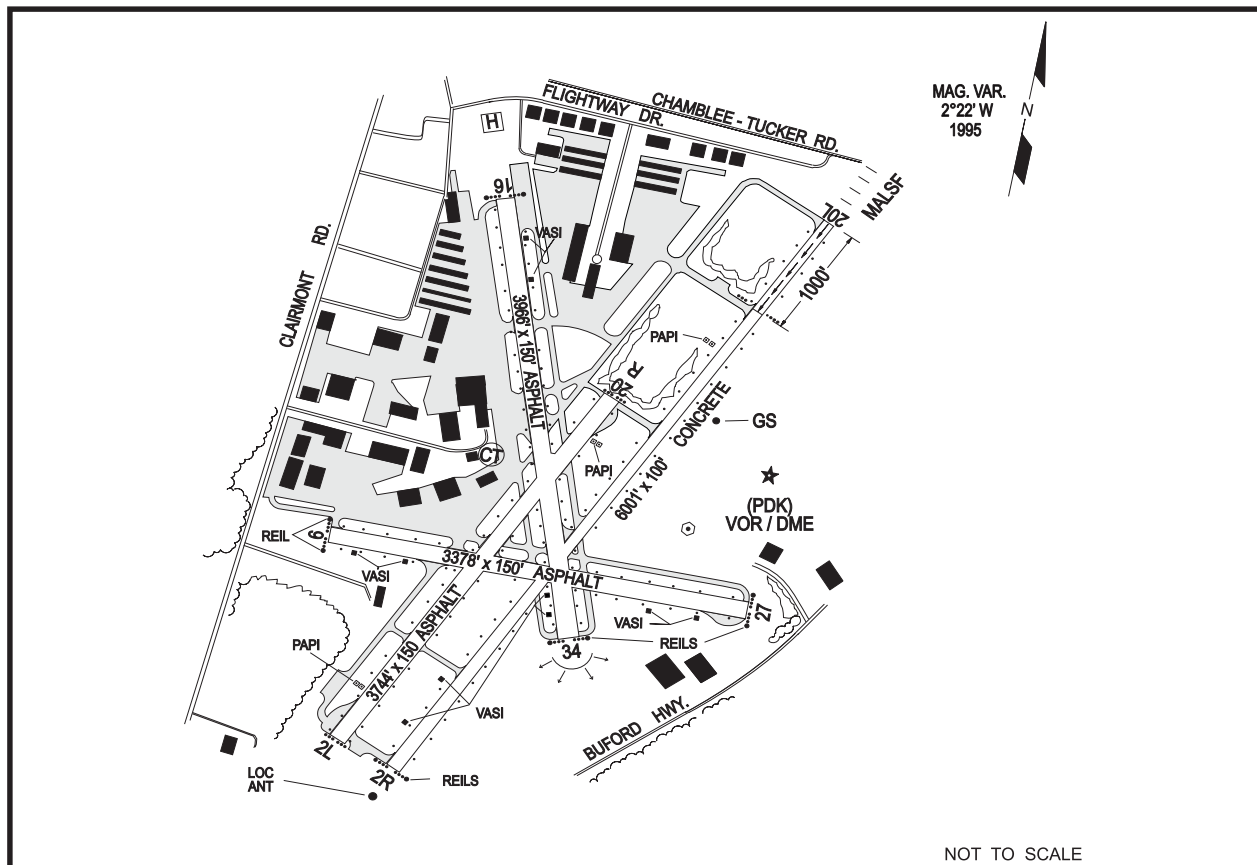
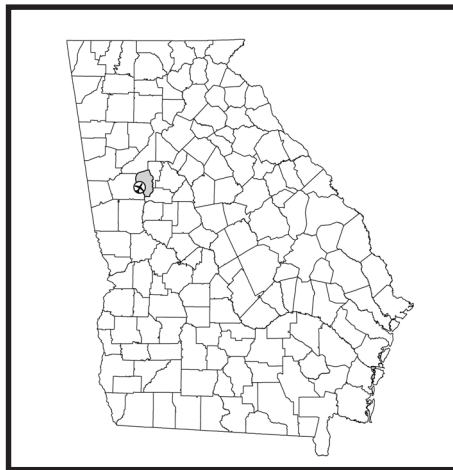


AIRPORT FINDINGS AND RECOMMENDATIONS

AIRPORT LOCATION

The DeKalb Peachtree Airport is located in DeKalb County in the metro Atlanta area approximately 5 miles northeast of Atlanta. Highway access to the airport from the north and south is via I-85 and from the east and west is via I-285.

The airport, situated on 745 acres, is owned and operated by DeKalb County. The airport accommodates a variety of aviation related activities including corporate/business jets, flight training, shipping of just-in-time, recreational flying, aerial photography/surveying, police/law enforcement, air ambulance, and experimental aircraft.



EXISTING FACILITIES

DeKalb Peachtree Airport is served by four runways. The primary runway, Runway 02R/20L, is 6,001 feet long by 100 feet wide with high-intensity runway lighting (HIRL). Runway 2R has a runway end identifier lighting system (REIL) and visual approach slope indicator (VASI). Runway 20L has a displaced threshold of 1,000 feet and a medium-intensity approach lighting system with sequenced flashing lights (MALSF). The secondary runway, Runway 16/34, is 3,966 feet long by 150 feet wide and has medium intensity runway lights (MIRL), VASIs, and REILs. The third runway, Runway 02L/20R, is 3,744 feet long and 150 feet wide and is served by MIRLs and precision approach path indicators (PAPI). The fourth runway, Runway 09/27, is 3,378 feet long by 150 feet wide with HIRLs and REILs. Runway 27 has a VASI. All runways have full parallel taxiway systems with medium-intensity taxiway lighting (MITL). The airport has a rotating beacon, wind cone, ASOS, and a control tower. The airport has an ILS and VOR/DME or GPS approach to 20L and a VOR/DME or GPS approach to Runway 27.

Current landside facilities and services include full-service FBO and maintenance facilities with fuel concessions that provide AvGas and Jet A fuels. The airport includes 165 hangar parking spaces, 292 apron parking spaces, 1,050 auto parking spaces and a 20,000 square foot terminal/administration building. Rental cars are available.

CURRENT AND FORECAST DEMAND

A review of the airport's historic demand levels shows that based aircraft increased from 527 in 1990 to a current level of 608. By 2021, the airport's based aircraft are expected to reach 750. Currently, the airport has approximately 233,233 annual aircraft takeoffs and landings divided between local and itinerant operations. This figure is projected to increase to 287,119 by 2021. By the end of the planning period, the airport is expected to reach 104% of its available operating capacity.

DeKalb Peachtree Airport	Current	2006	2011	2021
Based Aircraft	608	635	671	750
Operations	233,233	243,666	257,366	287,119
Local	80,961	84,583	89,338	99,666
Itinerant	152,272	159,083	168,027	187,453
Enplanements	N/A	N/A	N/A	N/A
Demand/Capacity Ratio	85%	89%	94%	104%

AIRPORT FACILITY AND SERVICE NEEDS

The DeKalb Peachtree Airport has been classified as a Level III and should provide appropriate facilities and services commensurate with its system role. Airport improvements identified in the System Plan include:

- Install a segmented circle
- Phase I: 280 additional hangar spaces are needed; Phase II: 25 additional hangar spaces are needed; Phase III: 55 additional hangar spaces are needed
- Phase I: 41 additional apron parking spaces are needed; Phase II: 19 additional apron parking spaces are needed; Phase III: 42 additional apron parking spaces are needed
- Phase III: 75 additional auto parking spaces are needed

The following table summarizes current facilities and services, the airport's facility and service objectives, and actions/projects that are needed for DeKalb Peachtree Airport to meet these objectives.

FACILITY AND SERVICE OBJECTIVES Level III
Atlanta-DeKalb Peachtree Airport-PDK

	EXISTING	SYSTEM OBJECTIVE	RECOMMENDED
Airside Facilities			
Runway Length (Rwy 02R/20L)	6,001	5,500 feet or greater	None
Runway Width	100	100 feet	None
Taxiway Length	Full Parallel	Full Parallel	None
Approach	Precision	Precision	None
Lighting- Runway	HIRL	HIRL for precision approaches; MIRL for non-precision	None
Lighting- Taxiway	MITL	MITL	None
NAVAIDS	Rotating Beacon	Rotating Beacon	None
NAVAIDS	None	Segmented Circle	Segmented Circle
NAVAIDS	Wind Cone	Wind Cone	None
NAVAIDS	PAPI/VASI	PAPI	PAPI
Weather	ASOS	AWOS/ASOS	None
Ground Communications	Phone	GCO/Public Phone	None
Approach Light System	MALSF	Approach Lighting System	None
General Aviation Landside Facilities			
Hangared Aircraft Storage	165 spaces	70% of based fleet	Phase I: 280 add'l spaces needed Phase II: 25 add'l spaces needed Phase III: 55 add'l spaces needed
Apron Parking/Storage	292 spaces	30% based of aircraft plus additional 75% for transient aircraft	Phase I: 41 add'l spaces needed Phase II: 19 add'l spaces needed Phase III: 42 add'l spaces needed
Terminal/Administrative	20,000	2,500 square feet minimum with amenities	None
Auto Parking	1,050 spaces	One Space for each based aircraft, plus 50% for visitors/employees	Phase III: 75 add'l spaces needed
Services			
FBO	Full Service	Full Service	None
Maintenance	Full Service	Full Service	None
Fuel	AvGas	AvGas	None
Fuel	Jet Fuel	Jet Fuel	None
Rental Cars	Available	Available	None

OTHER RECOMMENDATIONS

Additional actions or projects required for the DeKalb Peachtree Airport to meet Level III performance objectives:

- Update the Master Plan/ALP in Phase I (2003) and Phase III (2013)
- Pavement Condition Index (PCI) needs to increase by 3 PCI to reach the 70 PCI objective

DEVELOPMENT COSTS

The accompanying table summarizes the estimated costs needed for DeKalb Peachtree Airport to meet each of the recommendations of the Georgia Aviation System Plan.

DEKALB PEACHTREE AIRPORT									
Associated City Atlanta	FAA Identifier PDK III	Facility Objectives			Facility Needs			Costs	
		Existing	Objective	Phase I	Phase II	Phase III	Phase I	Phase II	Phase III
Airfield									
Runway Length		6,001	5,500						
Runway Width		100	100						
Taxiway Type		Full Parallel	Full Parallel						
Runway Lighting		HIRL	HIRL						
Taxiway Lighting		MITL	MITL						
Land Acquisition									
Earthwork									
Pavement Maintenance		67 PCI	>70 PCI				Project Programmed		
Navigation Aids									
PAPI		PAPI/VASI	PAPI					\$25,000	
Rotating Beacon		yes	Rotating Beacon						
Segmented Circle		none	Segmented Circle						
Windcone		yes	Windcone						
Weather		ASOS	ASOS or AWOS						
GCO/Phone		Phone	GCO/Phone						
Approach Lighting		MALS/F	Approach Lighting						
General Aviation Facilities									
				Phase I	Phase II	Phase III			
Hangar Storage		165	525	280	25	55	\$7,700,000	\$687,500	\$1,512,500
Apron		292	394	41	19	42	\$885,600	\$410,400	\$907,200
Auto Spaces		1,050	1,125			75			\$112,500
Terminal Space		20,000	2,000						
Fuel									
Planning/Environmental									
ALP Update		1993	Update every 10 years	1		1	\$350,000		\$60,000
Environmental Assessment									
Subtotal							\$8,935,600	\$1,122,900	\$2,592,200
Total Estimated Cost							\$	12,650,700	

Note: It is assumed that non-precision GPS approaches and precision GPS approaches will be available in the near future. The cost associated with this technology resides in the aircraft. Therefore, additional equipment costs associated with providing future non-precision and precision approaches have not been estimated.