



PDK Watch Inc. is a Georgia and federal non-profit 501(C4) and community watchdog organization that monitors improper and unlawful activity at DeKalb-Peachtree Airport (PDK)

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History of PDK

PDK Watch Reference Archives

1959 PDK became a full-fledged department of DeKalb County government, and first airport manager was employed.

1963 The Federal Aviation Administration (FAA) furnished personnel and equipment to take control of PDK air traffic.

1965 The old Navy control tower was replaced by a new modern facility.

1968 A new 5,000-foot all-weather runway was completed providing a parallel runway and sites were leased to private corporations.

1975 Over 400 aircraft were based at PDK compared to 300 in 1972.

1978 Long-Range Transportation Plan adopted by the Board of Commissioners (BOC) included the designation of PDK as reliever for Hartsfield traffic, installation of an Instrument Landing System (ILS), and extension of the runway by 900 feet to serve 100% of the Basic Transport Fleet.

Citizens adversely affected by the airport requested the costs and benefits be established prior to any expansion.

1980 An independent benefits study showed an annual economic impact of \$74 million. None of the economic costs of airport expansion and operations were considered in this study.

PDK commissioned its ILS and airport runways have visual approach slope indicators.

The first phase of the north terminal construction area was completed and provided additional aircraft parking and space for a new fixed base operator.

1982 A Noise Abatement Advisory Committee was formed.

Additional hangars were planned or constructed.

Two million cubic yards of dirt were placed at the south end of runways.

1985 The Atlanta Regional Commission (ARC) approved a recommended PDK capital improvement program for many improvements, most of which would enhance or encourage capacity, including construction of a new terminal building.

The BOC and the FAA approved a development plan calling for a 1,000-foot rather than a 900-foot runway extension with the rationale shifted from serving 100% of the basic fleet to safety.

1986 An Environmental Assessment for the runway extension was completed.

1987 FAA approved 1000-foot runway extension for PDK.

1988 Citizens under the name of CARE-NOW were forced to take the runway extension issue to

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court to seek relief from expansion represented by the runway extension. CARE-NOW requested a full environmental impact statement to determine the cumulative effect of airport expansion and improvement. Such a study would have put all aviation, community, and economic issues before the Board of Commissioners to give them all relevant factors upon which to make rational policy. The 11th Circuit Court decided the full environmental impact statement was not required.

A runway extension was added providing 6000 feet for take-offs. The County decided it did not need to buy land known as the Runway Protection Zone (RPZ).

The FAA completed a new 132-foot free-standing air traffic control tower.

1989 Concerned citizens recommended that the BOC apply to the FAA for funding for a Federal Aviation Regulations (FAR) Part 150 Noise Compatibility Study.

1990 To support opposition to the Part 150 Study the Airport Manager reported nightflight statistics that turned out to be inaccurate.

DeKalb Chamber of Commerce urged BOC "...to reject any notion of conducting either a FAR Part 150 study or imposing any Airport restrictions at PDK."

Ted Orvold became Airport Director.

1991 The BOC adopted some noise related policies.

Airport Advisory Board recommended an economic impact study be conducted in conjunction with the Part 150 Study.

The Part 150 Study began and was completed in 1992.

1992 At the request of a commissioner, a citizens group compiled the documentation required to get a night restriction as allowed under a Part 150 Study. Noise Abatement Advisory Committee rejected the proposal and airport staff did not offer support to improve the report and take advantage of this noise reduction opportunity.

Noise Abatement Advisory Committee was abolished at the request of citizens.

A committee of the airport director and two members of the Airport Advisory Board failed in their attempt to negotiate a night restriction.

New PDK Master Plan calling for RPZ buyout was approved by BOC.

PDK Mission Statement approved by BOC.

1993 The Chamblee fire station was moved to PDK.

The BOC approved a \$2 million lighting improvement program at PDK.

The Chief Executive Officer (CEO) informed the Airport Director and the BOC that she wanted night restrictions now.

CEO expressed support for comprehensive cost-benefit study.

The CEO & BOC appointed a task force to develop the Request for Proposal (RFP) following guidelines set forth in a resolution adopted by the BOC for a comprehensive and unbiased cost-benefit study.

CEO's appointee to the cost-benefit study task force recommended the study include the possibility of airport expansion per the master plan of adding "a commuter or origination and destination airline terminal."

1994 The County sought funds for RPZ.

FAA attempted to tie the RPZ buyout as fundable only with BOC approval of the Part 150 Study, but Airport Director disproved this as a requirement.

FAA conducted an Environmental Assessment for airport enhancement at PDK, and the public was not informed of this by the Airport Director, the FAA, the CEO or the BOC.

The ARC issued an Olympic Aviation Plan that recommended the helicopter project at PDK as the number one project. Part of this was based on its "capacity building" status.

1996 An Ordinance to prohibit regularly scheduled passenger and cargo service at PDK is proposed by PDK Watch.

Ted Orvold resigned as Airport Director.

1997 The Cost-Benefit Study was completed.

A Good Neighbor Policy was adopted by Airport Advisory Board at their May 28 meeting

C. Lee Rimmel became Airport Director in August.

NOMS (Noise and Operations Monitoring System) was purchased by PDK.

1999 Weight limit of aircraft using PDK was increased.

2000 flightserv.com arrived at PDK.

BOC designated some property purchased in noise abatement program as greenspace.

FAA demanded reimbursement for buyout property designated as greenspace.

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