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Gulfstream N505GF

PDK-BZN

03/09/2019

On arrival into Atlanta airspace, we received ATIS of an 1837z special observation. The current time was roughly 2020z. The ATIS reported the airport was using VOR-D circle to runway 34. I questioned approach about the runway in use since the ATIS was old and he advised us they (PDK) were using 34.

Our foreflight APP showed the weather to be 7 miles vis and sky clear. Wind from 030@4 knots. The NOTAMS for PDK (see attached) listed 3R closed except take from twy F. 03R/21L southwest 300 closed until 2100z Declared LDA was 4341.

After requesting to hold at judyy intersection and wait to see if 21L would become available at 2100. We subsequently decided to proceed to make a landing on 34. I proceeded to the landing init page on the FMS and landing data was published of roughly 2800 feet landing distance and ref of 132 knots at the just less than 52000 lb landing weight. Approach was a straight in visual. At the "over the fence" point I looked down to check speed and we were on ref 132 knots. Suddenly a hard impact occurred. The remainder of the landing rollout was normal and we exited the runway at taxiway Hotel. After taxi to our hangar we offloaded passengers, did a post flight inspection and the aircraft showed no signs of obvious damage.

