

## DeKalb-Peachtree Airport Expansion Concerns:

Neighbors, if you missed last week's LVPCA meeting, attached to this post are the slides that detail concerns about expansion at PDK Airport just north of us. (Thank you to Julie and her husband on Brookforest, who've been attending meetings and researching the plans). The LVPCA board is concerned about what this airport expansion could mean for noise, pollution and our neighborhood property values. -By the airport's own admission, they predict an eventual 37-percent increase in traffic, more of the planes will be jets, and they want to allow larger jet planes.- The airport is owned by DeKalb County, and the commissioners have another vote that moves things forward [Tuesday, at 9am](#). It will be well attended. All of the other surrounding neighborhoods, and their boards, are watching this closely.

PDK is arguing that much of the neighborhood campaign is misinformation, arguing that they are not "expanding," which technically, they're right. They're using more of the existing property the county already owns, to build more hangars, for more and bigger planes. We can all agree to call it "growth," but the potential effect on the neighborhoods and nearby schools remains the same. They also argue that the new hangars will reduce traffic because planes that would otherwise park here, have to now fly in and out. We feel that's hopeful thinking.

The other neighborhoods have started a petition, which you can sign here:

<https://www.change.org/StopPDKExpansion>

Also, we are strongly encouraged to send a -short- note to our Commissioner, Michelle Long Spears -- [mlspears@dekalbcountyga.gov](mailto:mlspears@dekalbcountyga.gov).

NOTE: She, and the two at-large county commissioners have already voted against moving forward without further impact study, but they could use as much support as possible.

At a minimum, our end goal here is to mitigate/minimize the impacts on our neighborhood. To that end, the next time a plane screams low over your home on its way to PDK, please file a noise complaint attached to this post. Keep an eye on the neighborhood website, we'll try to post this info there as well.



# Types of Aircraft at PDK



## Jets

Typically used for business executive trips, personal travel, charter flights, and medevac.

### Typical Aircraft flown into PDK:

Bombardier Learjet 40 – MTOW: 21,000

Cessna Citation CJ3 – MTOW: 13,870

Gulfstream 4 – MTOW: 72,750

Gulfstream 5 – MTOW: 91,000

Bombardier Global Express 700 – MTOW: 92,500



Number of average passengers:

Typically, 6-19



Average approach speed:

91-120 knots



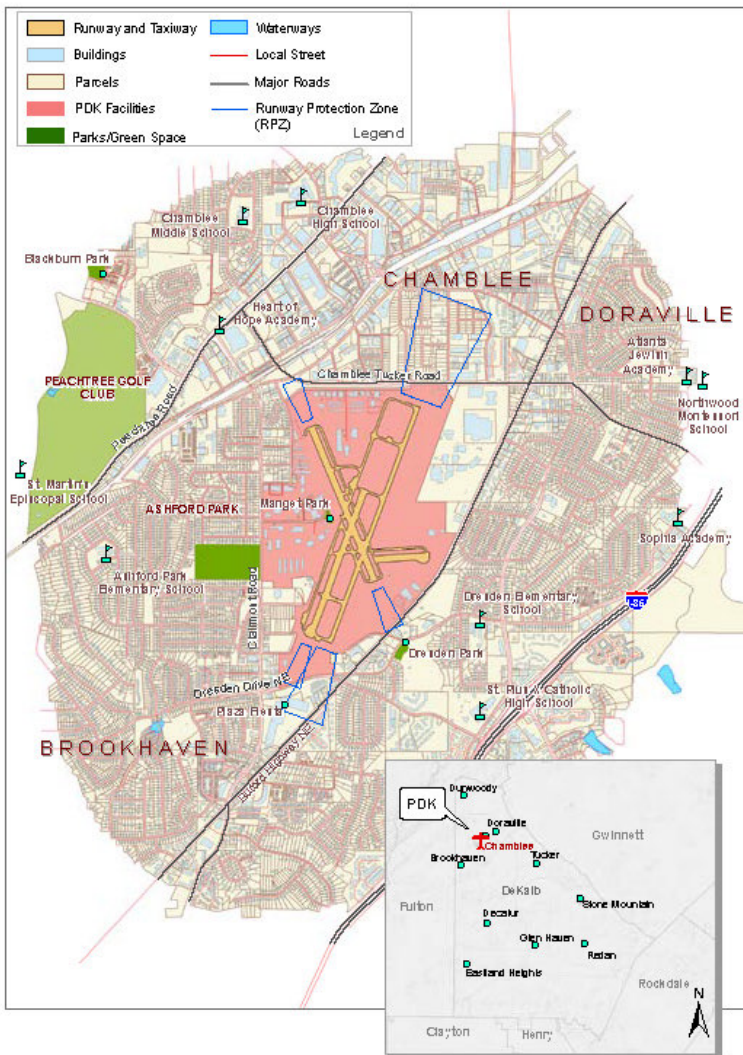
Average range:

2,700-8,000 statute miles



Maximum operating altitude:

Up to 35,000 feet





# 2040 Master Plan FACT SHEET

## What is the PDK 2040 Master Plan?

**The Airport Master Plan for DeKalb Peachtree Airport is a process to plan for the short, intermediate, and long-term development of the airport.**

The goal is to provide the framework needed to guide future airport development that will cost-effectively satisfy aviation demand while considering potential environmental and economic issues.

Some of the specific objectives of the Airport Master Plan for DeKalb Peachtree Airport include the following:



Maintain and ensure the safety and security of the airport.



Plan for phased, incremental development that meets foreseeable aviation demand and maintains flexibility for change.



Evaluate sustainability options and environmental requirements.

## What is the Master Plan Process?

**At PDK, we value our neighbors and want to provide our community with an airport of the future – an airport that serves the area with valuable services, resources, taxes, and jobs.**

We have created our Master Plan to ensure our community-based legacy continues into the next decade and beyond.

Our Airport Master Plan is broken into 2 phases:

### Phase 1

Visioning Process. We will incorporate stakeholder input, assess current conditions, determine goals and objectives, and create future forecasts for the aeronautical activity at the airport.

### Phase 2

Producing the Master Plan. This phase will use information discovered in Phase 1 to implement the plan and create a final Master Plan.

## PDK at a Glance



100% self-sufficient through airport revenues



\$90M annual economic impact



Part of the US Transportation System



Home to 25+ businesses, 2 restaurants, 1 playground



Home to the first Aviation Park in Georgia



3rd largest payer of property taxes in DeKalb Co.



Home to 12 Flight Schools



730 Acres



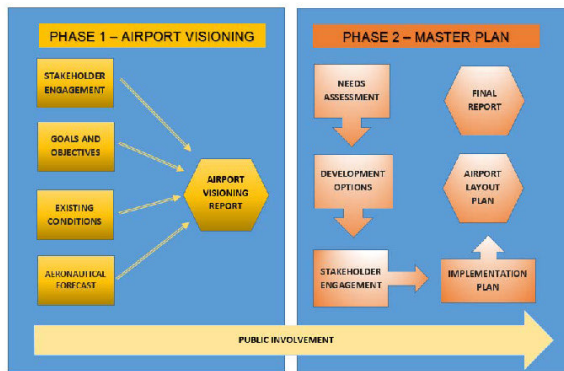
As participants in the master planning process, the airport stakeholders provide meaningful input to the airport as it develops its master plan. The public involvement effort strives to establish new forums for information exchange while also taking advantage of existing groups and organizations. Outreach techniques were designed to encourage participation in the public process and to generate meaningful feedback. The plan provides tools for both disseminating project-related information and gathering public input that reflects community concerns and interests.

The key components of PDK's Public Involvement Plan are:

- **Project Website.** A repository for project updates, project schedule, sign up for email updates, online surveys, and master plan documents. The website address is [www.pdkmasterplan.com](http://www.pdkmasterplan.com).
- **Goals/Vision/Existing Conditions Survey.** An online survey was conducted early in the project to learn various viewpoints of airport stakeholders which helped guide development of goals and objectives and master plan initiatives.
- **Citizen's Advisory Committee Meetings.** A Citizen Advisory Committee (CAC) was formed to serve as an advisory body for overall direction and guidance in the development of the master plan. The CAC consists of individuals appointed by the County Commissioners and the Mayors of Brookhaven, Chamblee, Doraville and Dunwoody who have an interest in the airport and its operations. The CAC meets regularly to discuss plan developments and to provide input at decision-making milestones.
- **Technical Advisory Committee Meetings.** A Technical Advisory Committee (TAC) was formed to provide the project team with guidance on key technical components of the project. The TAC is comprised of airport users with substantial knowledge of the technical aspects of the airport. Members of the TAC were appointed by airport management and represent corporate pilots, flight schools, PDK - Airport Association, FBOs airport businesses, PDK Air Traffic Control Tower, National Business Aircraft Association (NBAA), Aircraft Owners & Pilots Association (AOPA), and tie down/T-hangar tenants. Additionally, staff from the FAA and the GDOT were invited to participate.
- **Intergovernmental Advisory Committee Meetings.** An Intergovernmental Coordinating Committee (ICC) was formed to serve as a high-level, policy-oriented group to communicate the master plan process to the local governments within the airport vicinity. The ICC includes planning and/or economic development staff from the Cities of Brookhaven, Chamblee, Doraville and Dunwoody, as well as DeKalb County, MARTA and the Atlanta Regional Commission.
- **Public Workshops.** Workshops will be held at major milestones to disseminate project related information to a greater audience and to provide a question-and-answer forum.
- Updates and presentations to the **PDK Airport Advisory Board.**
- A presentation of the plan to the **DeKalb County Board of Commissioners.**



Figure 1-2: Master Plan Process



#### Phase 2 – Master Plan.

Once the goals and objectives are established and the aeronautical forecast is reviewed and approved by GDOT, Phase 2 of the master plan begins. Phase 2 compares the forecasted aeronautical demand to the existing airport facilities and determines what needs may exist at PDK now and into the future. Phase 2 also focuses on modernization of facilities, evaluates potential economic development opportunities, and reviews FAA guidelines for safe, efficient use of aeronautical facilities.

As necessary, development options are created that identify alternative scenarios for implementing proposed improvements and consider factors such as time, cost, and environmental impacts. These alternatives are reviewed by the airport stakeholders for suggestions and feedback. A final preferred alternative is selected by the airport. Once the list of preferred improvements is identified, an implementation plan is created which identifies the timing, cost, and funding sources of planned improvements.

A major feature of the master plan is the Airport Layout Plan (ALP). The ALP is PDK's blueprint for the future and is updated and submitted to GDOT for approval. As a federal block grant state, GDOT reviews and approves the ALP on behalf of the FAA. Normally, GDOT's approval of the FAA is "conditional", meaning further steps may be required before a project is implemented, such as providing additional justification or determining environmental impacts.

The final products of the master plan are:

- Airport Layout Plan Drawing Set
- Master Plan Technical Report

## 1.6 Stakeholder Participation

This master plan includes a public involvement plan that was designed to involve airport users, the business community, planning partners, neighborhoods, and the general public as airport stakeholders.



## Are there any areas or topics you feel were missing from the PDK Masterplan Improvement process?

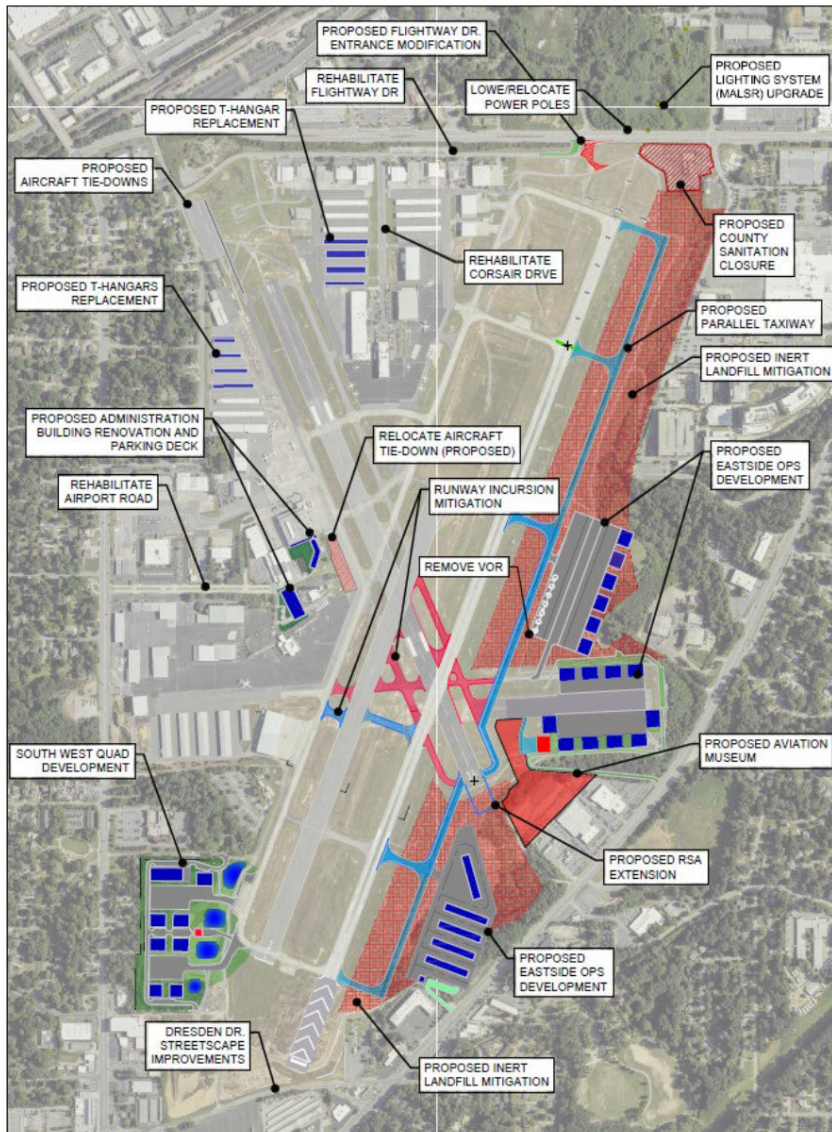
“Any real public involvement that might produce results in contrast to the desires of PDK and the FAA to expand operations and capacity at all costs. Real and independent public surveys that directly asked the public if the PDK master plan should include facilities that expand capacity.”



## Please provide any additional comments

“The problems with this process are many. Serious and consistent lack of communication. Decision making behind closed doors and submission to the FAA for approval before public or committee comment. Incorporating growth projections for operations that far exceed the FAA TAF projections in order to justify expansion of facilities and push based-aircraft facility expansion that, in Baker Int'l's own words in WP #1, are the only limiting factor on growth, growth that the community does not want and degrade the health and quality of life of the surrounding area. Deliberate obstacles to communications among committee members. Open disrespect for the intelligence of committee members when it comes to publishing critical information in a timely manner (Working papers #2 & 3 for example). Completing both the public meetings and the committee meetings before even half of the master plan was made available, even though it is evident that the work was largely completed in order to make the presentations that were made. There is no separate question regarding the museum which I would agree with. My response to A-10 and A-11 is that the runways should be “maintained and preserved” but not improved or any structural capacity increased in order to comply with the 1987 lawsuit settlement assurances to the FAA, the public and the County regarding the “displaced threshold” structural bearing capacity.”

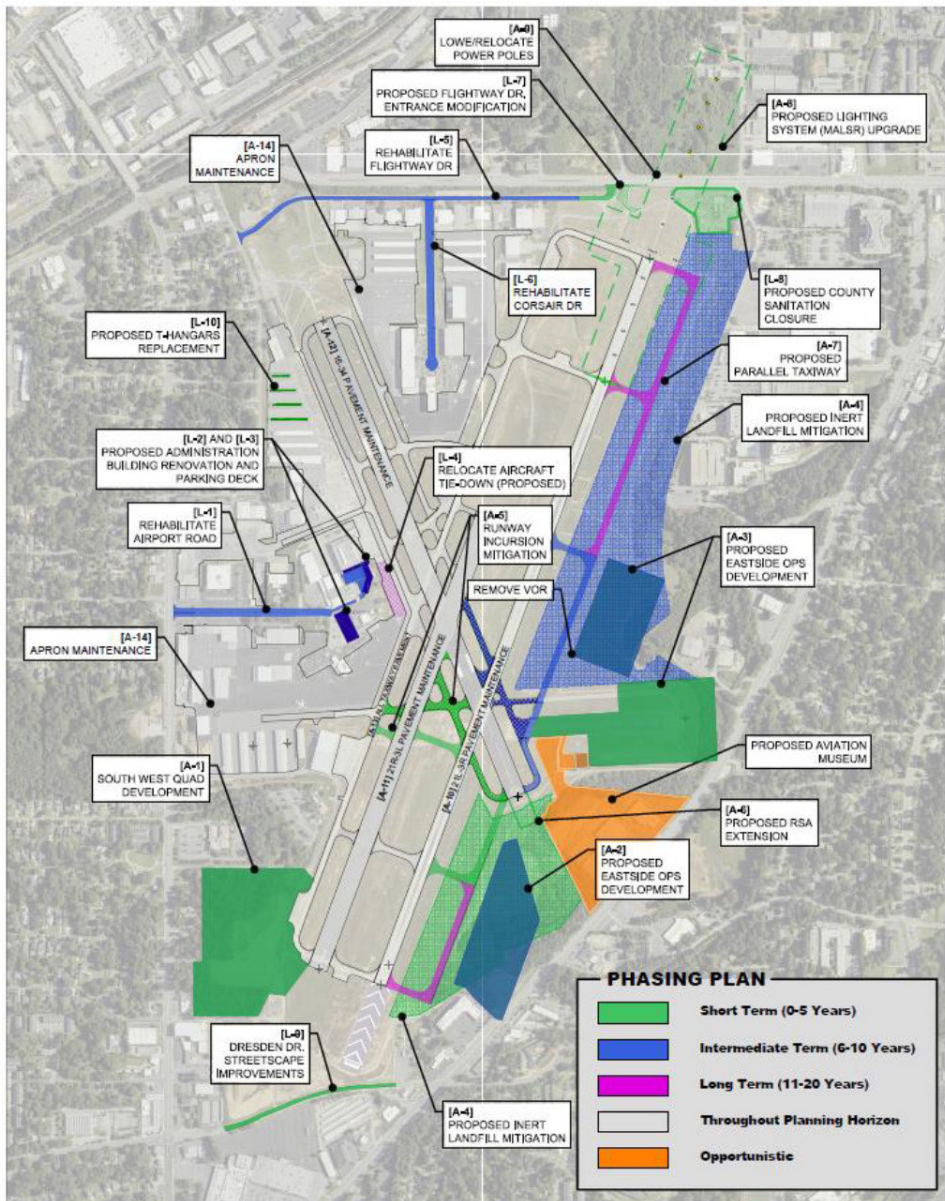
Figure 5-16: PDK Improvements



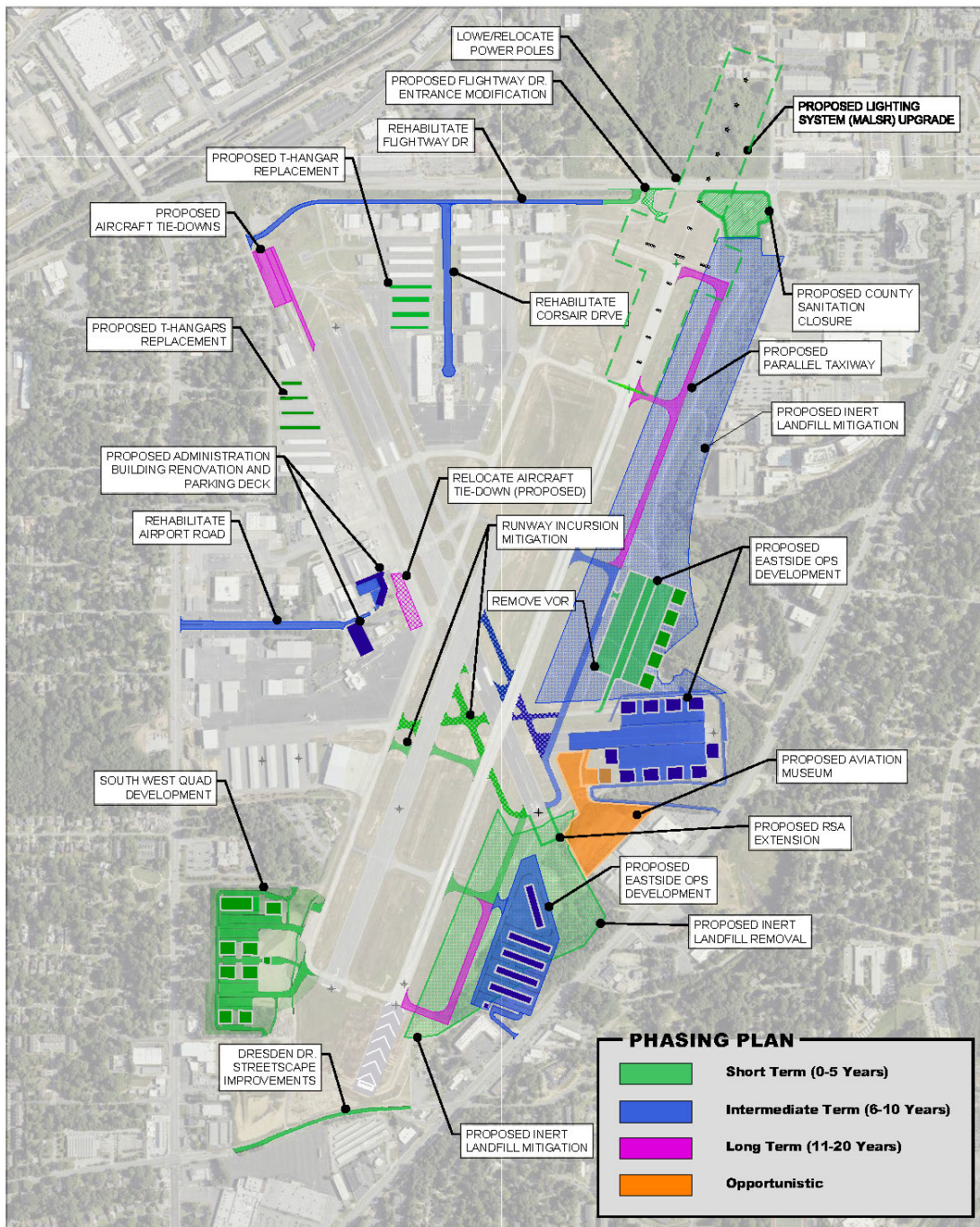
Source: Michael Baker International, 2020



**Figure 1-3: Airport Improvement**



Source: Michael Baker International, 2021.



# What Can We do?

- Support [OpenDeKalb.org](http://OpenDeKalb.org) and [PDKWatch.org](http://PDKWatch.org)
- Sign the petition, spread the word
- File Noise complaints
  - The airport will report each noise concern directly to the operator and provide detailed statistics which are used to create noise reports and improve DeKalb-Peachtree's noise abatement procedures.
- Talk to your neighbors
- *Insist that the Environmental Impact Study is done with the DeKalb BOC*

*\*more to come as we continue to learn about this issue\**



## **Filing a Noise Complaint**

DeKalb-Peachtree airport offers several ways to submit a noise complaint to airport staff.

### **Smartphone App**

Instructions:

1. From your Smartphone Click on the link: <https://www.planenoise.com/mobile/pdk/sNdpsTd/>
2. Save the app to your home screen (iPhone: Tap the box with vertical arrow and select add to home screen) (Android: Tap the 3 Menu dots and select save to homepage)
3. Go to your home screen and open "Complaint Box Mobile"
4. Follow the app steps 1 through 4
5. Submit additional complaints by tapping "Create A New Complaint"

*Note: After using the app the first time, user information is saved and does not need to be re-entered after filing an initial complaint*

### **Web Form**

Access the new web form at <https://www.planenoise.com/pdk/>. Enter your name, address and as much information about the noise event as possible. *Note: Using the web form does not require a user account.*

### **Email**

You may also email the PDK Noise Office with your complaints. Please remember to be as detailed as possible including the home address in which the noise was heard.

Send all emails to [pdknoise@dekalbcountyga.gov](mailto:pdknoise@dekalbcountyga.gov)

### **Noise Hotline**

As always you may submit a complaint using the noise hotline (770) 936-5442. Just like the webform please leave your name, address, and be as descriptive as possible when describing your noise complaint.