

PDK Liaison's report: October 15th PDK Airport Advisory Board Meeting
Meeting began at 7:41. There was a quorum this month, which was not the case last month. This was the first meeting of the board since August 13.

The highlights as they pertain to DECA:

Flight School's agreement
Last month, PDKWatch and Airport Pilot's Association claimed there was an agreement between them and the PDK flight schools to restrict touch and go landings and to not turn until at least 770' of altitude. Apparently the agreement between these parties was not as firm as we were led to believe. Several flight schools were given a document to sign that made it appear that they are the major noise problem at PDK, and this offended the flight schools who felt that they were having their "hands slapped publicly" to quote a chief flight instructor present at the meeting. The document originated from the board chairman, who feared that the process had stalled and he was trying to salvage it. Board members commented that they felt flight schools are not the only problem, nor are they the biggest noise problem at PDK. The board moved to have the flight schools propose noise abatement procedures that they could live with and have the board review them at the next meeting. During the public comments section at the end of the meeting, the president of the pilot's association was very upset that the document had gone out since he was the one who began the process and was never consulted on how the process was going. He pledges to work with the pilots at PDK to mitigate noise despite the board's "complete buffoonery."

Dekalb law enforcement helicopter operations

Eagle 1 and Eagle 2, based at PDK, are Dekalb County police's two helicopters. They will now use a fuel farm on Memorial Drive rather than PDK for gas. While this will lower revenue to the airport, the financial impact is minimal according to Director Lee Rimmel. The noise impact will be significant because these two helicopters will no longer be refuelling at PDK in the middle of the night. Also, Dekalb taxpayers should benefit because it saves gas as these helicopters tend to patrol closer to Memorial Drive than PDK at night, it's presumed, so they will save on fuel.

Departure Procedures:

The testing that was to begin in October has only been done in limited form, only ten tests of 2500' altitude before turning. There will be another test on Oct 20. These are dry runs to see if 2500' is a safe altitude to generate noise abatement data. The preliminary results are that by the time the planes reach that altitude they are too close to infringing on other air spaces, primarily Hartsfield. They may try to shoot for 2200'. A full environmental assessment with public input was approved by the board which is the first step in making departure procedures that reduce noise safely a permanent fixture out of PDK. The \$211,000 expenditure comes from a 9:1 FAA:PDK funded grant for noise abatement. \$21,000 of the money will come from PDK operating budget, the rest from the FAA.

Noise report:

Mario Evans, noise officer was not present at the meeting. To speed the process along the board moved to forego the reading of the report this

month, but it should be posted on the web site
(www.pdkairport.org) soon.
(Liaison's note: I will bring copies of several of the
reports so DECA
members can see what areas are reporting noise.)

New Business
: none

Public comments:
I made a comment that the noise hot line did not seem like
a very
scientific tool for determining noise impact, but the
airport gives it a
lot of clout. I felt that with the thousands of dollars
that they seem to
have left over in noise abatement funds that they could
fund an actual
scientific survey of the neighborhoods around the airport
to get how people
really feel, not just the ones angry enough to call in.

Meeting adjourned about 8:30
--- end of report

I will give a very brief report tomorrow at the quarterly
meeting,

See you then!

John