

PDK liaison's report

June 12, 2003: PDK Airport Advisory Meeting

Minutes were approved. Oddly, this was about the only vote that occurred until adjournment.

Director's Report

Lee Rimmel discussed at length departure procedures testing for jet aircraft to the south of the airport when using instruments.

Jets head south to Buford Highway and the turn along Buford highway, and then in direction east or west towards destination. The current test puts these planes at 2000 feet before turning. The community wanted 3000 feet, but 2500 seems to be the max safe distance according to FAA so when new test procedures are in place 2500 feet will be the next test.

Due to current FAA union issues at the federal level, it will be September before new test procedures can be put in place. Until then, there are no set departure procedures for jet aircraft departing south of the airport.

The goal of testing is to determine a safe set of procedures for every jet aircraft that will have the lowest possible noise impact.

Meanwhile, an environmental assessment of the past tests versus noise impact when no departure procedures are in place (using historical data from 2001) will be undertaken. This will facilitate the next test phase of 2500 feet, hopefully to start in September and last 6 months.

To the north, planes head over the CSX railway until they reach 3,000 feet. Planes cannot travel very far south because they run into Hartsfield airspace, so as a result they cannot necessarily reach as high an altitude either.

So those are the two processes going on right now: one is setting up new departure procedures test for 2500 feet (south departures, jets only), and another to assess

the impact of these various tests since 2001, as well as a comparison to historical data prior to these tests.

Mario Evans, noise officer for PDK, gave his monthly noise report. Monthly and annual reports can be found on PDK's website (<http://www.pdkairport.org/abatement.htm>) at the bottom of the page.

Due to inclement weather, there were more southward operations last month (72% South, 27% N, 1% E/W). 193 Planes operated during voluntary curfew hours. There were 146 complaints, 35 during the voluntary curfew hours. 86 planes exceeded the noise high max threshold, 6 of these during curfew, but there were no complaints associated with these flights.

According to last month's (April 2003) report there were no complaints in the current DECA area. If DECA expands, I expect this to change. I will know more when I meet with Mario Evans next week.

During the Public comment phase, Gerry Penn of Dunwoody North stated that for her, departures are not the issue, landings are. She was apparently able to argue her case regarding a home assessment to the assessor's office due to the flight paths. I suspect that the airport has less impact on home value for DECA members. If anyone has evidence for or against that notion, let me know.

The PDK good neighbor day/Airshow is this weekend, June 14 from noon to 5PM. There will be a demo of a jet noise reduction mechanism at 1PM and the airshow at 2PM. There will be a display of a Wright flyer and other historical aircraft. The event was on the front page of this week's North Dekalb Neighbor.

I will send a brief report on the airshow and my meeting with Mario Evans next week.