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Citizens Advisory Committee (CAC) Meeting Minutes

The PDK Master Plan Citizens Advisory Committee met on Tuesday, March 26 at 6:00 PM at the Chamblee Civic Center.

The Citizens Advisory Committee (CAC)

CAC members are appointed by the Mayors of Brookhaven, Chamblee, Doraville, and Dunwoody and relevant County Commissioners.

CAC Meeting #2 Goals and Objectives:

- Inform committee of the results of the public involvement survey, T-Hangar survey, and committee meeting feedback
- Discuss Forecast Overview
- Review Master Plan Goals and Objectives
- Discuss PDK Overview – Land Use Compatibility

Members Present: Cailey Ryckman (Brookhaven 2), Betty Prather (District 3), Lori Gray (Brookhaven 1), Jamie Dutro (District 2), Larry Scheinpflug (District 1), Christopher Lee (Chamblee 2), Christopher Richard (District 4), Jordan Fox (District 2), Andrew Heaton (District 6)

Members Absent: Trudy Dean (District 7), Neil O. Campbell (District 5), Mike Reeves (District 5), Dan Zanger (Chamblee 1), Casey Cochran (District 3), Tess Snipes (District 4), Kevin Fowler (District 6), Jennifer McKellon (District 7), Lee Wiggins (Chamblee 2), Tracie Kleine (GDOT), Joseph Robinson (GDOT)

Others Present: Airport Director Mario Evans, Jim Duguay of Michael Baker, Fola Shelton of Michael Baker, Mackenna Perkins of Michael Baker, Joseph Snyder of Michael Baker, Paul Condit of Michael Baker, Noise and Environmental Analyst Nate Schattner, Erika Dorland of Smartegies, Mohammed Mohsin of Smartegies, Larry Foster, and Tammy Hiler

CAC meeting began at 6:12 PM

- I. Erika Dorland from Smartegies welcomed the committee members to the second round of CAC's meeting.
- II. Erika Dorland previewed the following contents of the presentation:
 - a. Public Input Overview
 - b. Forecast Overview
 - c. PDK Overview & Open Discussion

- d. Next Steps
- III. Erika Dorland reviewed the survey results from the website public involvement survey on the following topics:
 - a. What Type of Airport User Are You?
 - b. Have you visited PDK?
 - c. Do you view the PDK airport as a community asset?
 - d. Top Three Concerns
 - e. Heard about the master plan from:
 - f. How do you view the condition of the existing PDK facilities?
 - g. What could be improved at PDK?
 - h. Consider for the future
 - i. Where do you see the airport in 20 years?
 - j. What do you see as strengths of PDK Airport?
 - k. What do you see as the weaknesses of PDK Airport?
 - l. What do you see as unmet opportunities at PDK Airport?
- IV. Erika wraps up and invites Jim Duguay to review the T-Hangar survey results.
- V. Jim Duguay reviewed the T-hangar Waiting List Survey Results on the following topics:
 - a. For the purposes of the hangar size planning, what size aircraft do you foresee housing?
 - b. If hangar space becomes available, which scenario is most likely?
 - c. If relocating from another airport, what is your primary reason for locating to PDK?
 - d. Please estimate the percentage of your departures from PDK that would fall into the following categories:
 - e. Additional comments
- VI. Jim Duguay wraps up the T-Hangar results and invites Erika to speak about the feedback received from the first meetings of the TAC, ICC and CAC committees.
- VII. Jim discusses each committee and what their role is on the PDK Master Plan.
- VIII. Erika Dorland reviews the committee feedback as for what they see as the strengths, weaknesses, and opportunities.
- IX. Erika Dorland wraps up the committee feedback and invites Jim to speak about the Master Plan Goals and Objectives.
- X. Jim Duguay reviews the PDK Master Plan Goals and Objectives.
 - a. These goals are based on the existing Vision and Mission Statement of the DeKalb County Airport Division who maintains the PDK Airport.
- XI. The committee members expressed their concerns about better communication between the PDK Airport and the public in regards to meeting announcements, airport advisory meetings, and events. The committee as well as Mario Evans, Jim Duguay, and Erika Dorland discussed different methods and strategies of better communication with the public through various media channels, social media accounts, and the PDK website.
 - a. Jim assured everyone present at the CAC committee meeting that the PDK Master Plan is always working towards better communication.
 - b. Mario acknowledged their concerns and made it a point to work on improving communication with the community as well as committee members.

- c. Enhancing Communications will be added to the Master Plan Goals and Objectives.
- XII. Jim Duguay introduces the next section, the Forecast Overview and speaks about the following topics of the forecast:
 - a. Top 20 Business Jet Airports
 - i. PDK is a busy business jet airport. These numbers vary month to month, however, PDK is normally close to one of the top 10 busiest business jet airports in the United States.
 - ii. These airports are all found in populated centers of commerce in the United States.
 - iii. Jim explained the differences between Primary and Reliever airports.
 - iv. PDK is the number four Reliever in the country in terms of business jet operations.
 - b. Top 25 Flight Plan Destination Airports
 - i. So, what are the top destinations for business jet flying out of PDK and any IFR (Instrument Flight Roles) activity?
 1. BHM
 2. SSI
 3. TEB
 4. SAV
 - ii. Most of PDK business travel is from the southeast region.
 - iii. Most of PDK's business travel is between points East of the Mississippi.
 - c. International Arrivals
 - i. PDK has arrivals as far as England, and France. They also have a lot of arrivals from Canada, the Bahamas, and the Caribbean.
 - d. International Departures
 - i. There are a lot more departures to Latin America, South America, and various places in Europe.
 - ii. One of the limitations for business aircrafts is how much fuel they can carry. There are aircrafts departing out of PDK that are capable of landing in Europe. The CAC committee, along with Jim and Mario discuss security when it comes to arrivals and departures with the PDK Airport. Jim and Mario ensure the committee as well as the public that PDK Airport has communication with Customs and the DEA and that security at the airport follows strict guidelines and performs the same security checks as any other airport.
 - e. Historic Based Aircraft Levels 1990-2018
 - i. According to the chart, the dip is during the recession in 2008 which was very hard on general aviation. It has slowly been recovering since then.
 - ii. Less so is the single-engine aircraft. It has become very expensive due to cost of fuel and cost of aircraft.
 - f. Total Annual Takeoffs and Landings 1990-2018
 - i. Operationally, in 1990, the airport exceeded 250k operations.
 - ii. In the year 2018, the airport had 165k operations.

- g. Annual Jet Fuel Sales 2008-2017
 - i. In comparison to 2008, PDK pumped 3 million more gallons of jet fuel in 2016 despite having 30,000 less operations at the airport.
 - h. Historic Unemployment 2006-2018
 - i. One of the things that drives the forecast is the economy. When the economy is good, aviation is good.
 - ii. Unemployment is improving monthly.
 - iii. As long as the economy is good the airport will continue to grow at a similar rate to the economy.
 - i. Based Aircraft Forecasts 2018-2040
 - i. Assumes moderate growth over the 20 year planning period with a growth plan of about one and a half percent annually.
 - ii. Jet growth will be higher than single engine growth.
 - j. Forecast of Operations by Aircraft Type
 - i. By 2040, we expect the airport to have 218,797 operations broken down by piston, turboprop, jet, and helicopter. You can tell that jet growth factor is higher than the piston growth factor and that is based on national growth factors.
 - ii. Currently forecasting 132 based aircrafts for PDK airport. This assumes that the airport has space and capacity for the aircrafts.
 - iii. The master plan will evaluate whether or not the airport has current capacity to hold the aircrafts or do additional facilities need to be added.
 - iv. Assuming we go with the unrestricted forecast we are using, we would use this number (235,000 operations) when updating noise and environmental impacts.
 - v. When the noise model wants to know the number of takeoffs and landings are projected at PDK in 20 years, these are the numbers we will put into the forecast.
 - k. Based aircraft forecast 2018-2040
 - i. The airport recently did an audit and the airport has 355 based aircraft.
 - ii. Anytime of the day there are roughly 50-60 additional aircrafts that are on business, visiting the airport.
 - l. Forecast of operations by Aircraft type
 - i. This shows an operations in change over the next 20 years. The forecast shows that the airport operates could grow to 218,797 by the year 2040.
 - ii. The operations numbers are used for facility requirements and environmental analysis in the future.
- XIII. Jim Duguay presents the PDK Overview section.
- a. Jim Duguay specifies the purpose of this section for the CAC committee meeting is to present the land use compatibility and airport airspace. Jim continues to speak about the following topics:
 - b. Land Use Compatibility, Airport Airspace

- i. The FAA wants to know when a proposed structure might interfere with their space and then, after evaluation, they tell the airport if it will be an impact or not.
 - ii. The FAA exerts little control on land use for where the obstruction is built. The city or county is the decision maker on that.
 - iii. What we want to know is as planners, what can we do to help you understand the airport airspace and how can we prevent erection of cell phone towers, tall buildings, etc. that penetrate the air space.
 - c. Land Use Compatibility, Airport Noise Contours
 - i. We need to be sure municipalities are aware of these noise contours. The airport purchased over 200 homes in the past to try and mitigate noise impacts and now homes are being constructed near these same areas. The FAA sets guidelines for quieter engines.
 - ii. The airport wants to have knowledge of any proposals in these areas that they can then provide input regarding building standards to hopefully prevent future noise disruptions.
 - d. Land Use Compatibility, Runway Protection Zones (RPZ)
 - i. Area shows where there is a greater risk of aircraft crashes. The FAA has set specific guidelines to congregations of people in RPZs such as discouraging buildings and structures, recreational land use, and uses that create congregations of people can be such as hospitals, schools, medical facilities, churches, residences, or any kind of commercial industrial activities that bring a high density of people into those runway protection zones.
 - ii. A lot of airports across the country have roads in existing RPZ's, but the FAA policy on it now is to avoid building new roads in RPZs.
- XIV. Jim Duguay concludes the presentation and reviews the next steps of the next meeting. The next discussion will be about the facility requirements looking at all the facilities at the airport and coming up with recommendations for improvements, both airside and landside. Meeting number 4 will review the actual concepts for improvements on the airport. The final meeting, will be to review the draft master plan with the committees and board of commissioners. We started this project in August 2018. We set out on a two-year schedule and we are still on plan to complete this project on time. The next round of committee meetings will be held in the June-July timeframe, with a public open house meeting held in the July timeframe.
- XV. Jim opens the floor for questions and comments.
- a. The committee members expressed their concerns about lessening the exposure of lead to the environment. Mario and Jim discussed the FAA initiatives and challenges for completely eliminating lead from low lead fuels used by piston powered aircraft.
- XVI. Erika Dorland makes an announcement about the sign in sheet and the optional sharing of emails.

The CAC Committee meeting was dismissed at 7:36 PM.

DeKalb Peachtree Airport *2040 Master Plan*

Presented to: Citizen Advisory Committee (CAC)

November 7, 2018



Objectives for today's meeting

- ▶ PDK **Airport overview**
- ▶ Review the **master planning process**
- ▶ Review **CAC goals** & objectives
- ▶ Review **Rules and Meeting Format**
- ▶ **Q&A**



About PDK Airport



About PDK Airport

- ▶ Constructed in 1941
- ▶ Former Atlanta Naval Air Station
- ▶ Within the City Limits of Chamblee
- ▶ NBAA – Top 10 Most Important GA Airport in US



About PDK Airport

- ▶ 409 Based Aircraft
- ▶ 140,000 Annual Operations
- ▶ 762 Aviation-Related Jobs
- ▶ Georgia's Busiest General Aviation Airport





Why is PDK doing a Master Plan now?

What is an Airport Master Plan?

- ▶ A process to **plan for the development goals** of the airport
- ▶ A facility planning study that sets forth a **conceptual framework** for possible future airport development

The Master Planning Process

Phase 1 – Airport Visioning



Phase 2 – Master Plan



Public Involvement

The Master Planning Process

- ▶ Modernization of Physical Facilities
- ▶ Development Guide, including Timing and Costs
- ▶ Considers Adjacent Land Uses and Environmental Issues
- ▶ Display of Plan in Graphical and Written Form

The Master Planning Process

- ▶ Changes in FAA Airport Design Guidance
- ▶ Airspace and Land Use Compatibility
- ▶ Optimize Land Utilization
- ▶ Maximize Revenue Opportunities
- ▶ Sustainable Solutions for the Future

The Master Planning Process

- ▶ Prepared Utilized FAA Standards and Guidelines
- ▶ Positions Airport to Compete for State/
Federal Funds
- ▶ Public Involvement Program

Airport Facility Inspection

▶ **Airfield**

- ▶ Pavement Condition
- ▶ Navigational Aids
- ▶ Signage and Markings
- ▶ Electrical Systems
- ▶ Grading and Drainage
- ▶ Taxiway Geometry
- ▶ Safety Areas
- ▶ Obstruction/Hazard Removal

Airport Facility Inspection

▶ **Landslide Facilities**

- ▶ Aircraft Storage Facilities
- ▶ FBO Terminals
- ▶ Ramp and Tie Down Space
- ▶ Security and Fencing
- ▶ Surface Access and Automobile Parking

▶ **Support Facilities**

- ▶ Airport Maintenance
- ▶ Airport Security
- ▶ Airport Fire Station

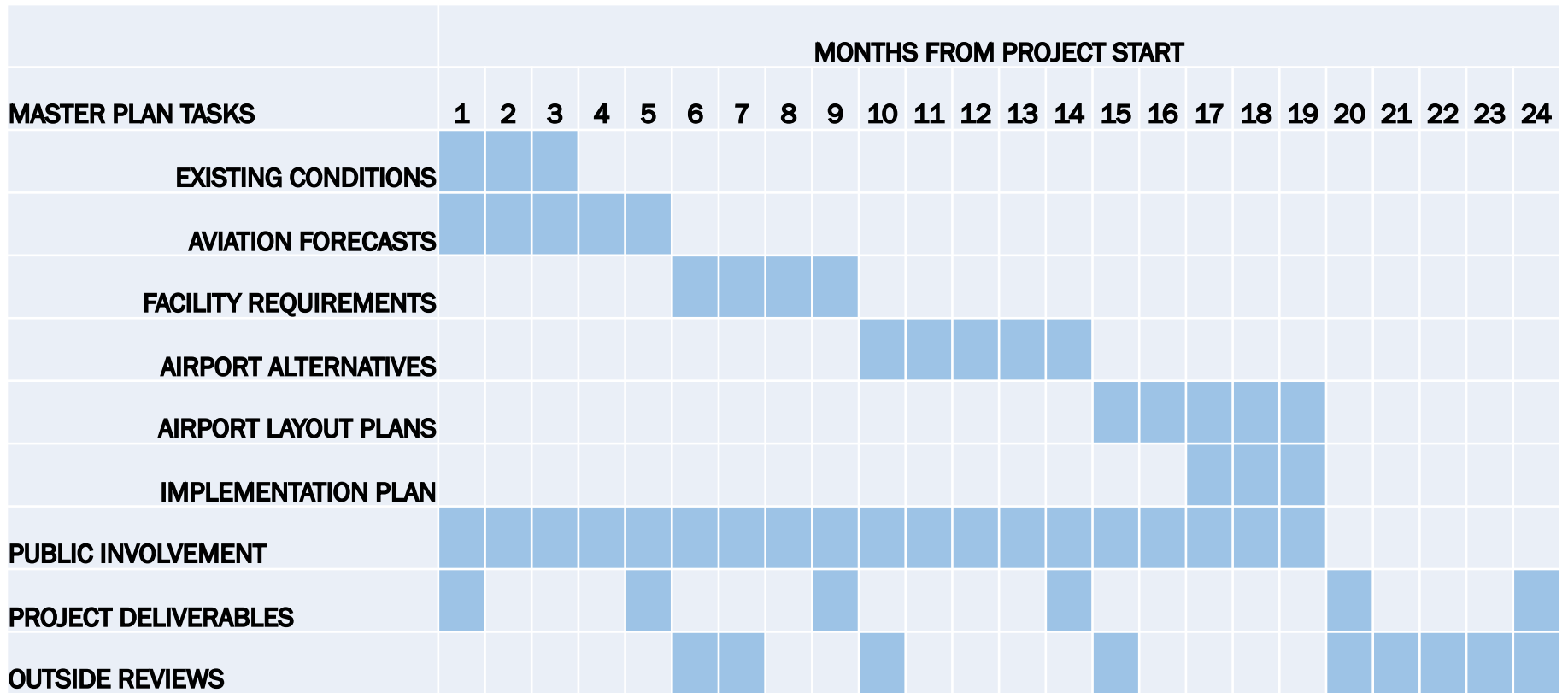
Airport Facility Inspection

▶ **Environmental Considerations Inventory**

- ▶ Air Quality
- ▶ Noise
- ▶ Cultural Resources
- ▶ Section 4(f) and 6(f) Properties
- ▶ Wetlands, Streams and Rivers
- ▶ Floodplains
- ▶ Threatened and Endangered Species
- ▶ Hazardous Materials and Waste Sites

Forecasts for Aeronautical Activity

- ▶ Determination – 20 Year Projection
- ▶ Reviews Local, Regional National Trends
- ▶ Forecasts:
 - ▶ Based Aircraft
 - ▶ Annual Operations
 - ▶ Fleet Mix
- ▶ Critical Aircraft
 - ▶ Most demanding design group aircraft



Project Timeline



Purpose for Public Involvement

- ▶ **Educate, inform, and listen** to stakeholders early and often.
- ▶ Convey **goals, timelines, and information** on a regular basis.
- ▶ Be responsive to the public's request for information and on-going involvement.



Public Involvement Program



Citizens Advisory Committee

CAC members are **appointed by the Mayors** of Brookhaven, Chamblee, Doraville, and Dunwoody and relevant County Commissioners.



Technical Advisory Committee

The TAC is comprised of **airport users with substantial knowledge** of technical aspects of the airport. Members are **appointed by airport management.**



Intergovernmental Coordinating Committee

The ICC will include **planning and/or economic development staff** from Brookhaven, Chamblee, Doraville, and Dunwoody as well as DeKalb County and the Atlanta Regional Commission.



Airport Advisory Board

The AAB is an **existing board that meets monthly to review and advise airport staff** on a variety of airport issues. Its members are **appointed by the Board of Commissioners and the CEO.**



- ▶ **Honest** feedback
- ▶ **Respect** for others
- ▶ **Attend** all meetings
- ▶ **Promote** the master plan project

What We Need from You

- ▶ Keep an **open mind**
- ▶ Be **collaborative**
- ▶ **Share** the air
- ▶ Be **present & participate**

Ground Rules for Committee Participation

- ▶ **Share pdkmasterplan.com** with your friends, family, neighbors & coworkers
- ▶ Encourage them to **take the survey**
- ▶ **Sign up** for our mailing list
- ▶ Attend the **public workshop – Nov. 15**

How You can help – Sharing is Caring



Q & A

On the Master Planning Process

Let's Discuss PDK...

1. What could be improved?
2. What is your vision for the airport in 20 years?
3. What do you see as strengths?
4. What do you see as weaknesses?
5. What do you see as unmet opportunities?

Next Steps

COMMITTEE MEETING #2

- We will share the collective prioritized goals, visions, and ideas garnered from all committees, surveys & public input.
- We will present a 20-Year Forecast of Aviation Activity at PDK.

Anticipated Meeting Date Q1 2019

Next Steps

COMMITTEE MEETING #3

- We will discuss facility requirements that will help PDK meet anticipated future needs and desires.

Anticipated Meeting Date Q2 2019

Next Steps

COMMITTEE MEETING #4

- Discussion around ideas that will help PDK meet the needs and desires for the future.

Anticipated Meeting Date Q3 2019

Next Steps

COMMITTEE MEETING #5

- We will present the final Master Plan document.

Anticipated Meeting Date Q4 2019



Thank You





Citizen Advisory Committee (CAC) Meeting Minutes

The PDK Master Plan Citizen Advisory Committee met on Wednesday, November 7, 2018 at 6:00 PM at the Chamblee Public Library.

The Citizen Advisory Committee (CAC)

CAC members are appointed by the Mayors of Brookhaven, Chamblee, Doraville, and Dunwoody and relevant County Commissioners.

CAC Meeting #1 Goals and Objectives:

- Inform committee of master planning process
- Define roles and responsibilities
- Begin discussion of vision for PDK master plan

Members Present: Cailey Ryckman (Brookhaven 2), Betty Prather (District 3), Lori Gray (Brookhaven 1), Jamie Dutro (District 2), Trudy Dean (District 7), Neil O. Campbell (District 5), Larry Scheinpflug (District 1), Chris Lee (Chamblee 2), Christopher Richard (District 4), Jordon Fox (District 2), Mike Reeves (District 4), Larry Foster, Dan Zanger (Chamblee 1)

Members Absent: Todd Rehm (District 1), Casey Cochran (District 3), Andrew Heaton (District 6)

Others Present: Airport Director Mario Evans, Noise and Environmental Analyst Nate Schattner, Jim Duguay of Michael Baker, Fola Shelton of Michael Baker, Mackenna Perkins of Michael Baker, Katie Cash of Smartegies, Erika Dorland of Smartegies, and Regan Radakovich of Smartegies.

The CAC meeting began at 6:15 PM (delayed due to weather and traffic).

- I. Mario Evans from PDK Airport welcomed the committee to the meeting.
- II. Katie Cash from Smartegies informed the committee of the goals and objectives of the meeting: inform the committee of master planning process, define roles and responsibilities, and begin discussion of vision for PDK master plan.
- III. Jim Duguay from Michael Baker International informed the committee of his role on the project and spoke about the following topics:
 - a. Objectives for today's meeting
 - b. About PDK Airport
 - c. What is an Airport Master Plan?
 - d. The Master Planning Process
 - e. Airport Facility Inspection
 - f. Forecasts for Aeronautical Activity



- g. Project Timeline
- IV. Katie Cash spoke about the following topics:
 - a. Purpose of Public Involvement
 - b. Public Involvement Program
 - c. Citizens Advisory Committee
 - d. Technical Advisory Committee
 - e. Intergovernmental Coordinating Committee
 - f. Airport Advisory Board
 - g. What We Need From You
 - h. Ground Rules for Committee Participation
 - i. How You Can Help – Sharing is Caring

Opened the floor for questions:

- V. What does based aircraft mean?
 - a. Jim and Mario answered that a stored aircraft at the airport, tenant leases or rents spaces at the airport. The revenue generated from personal property tax goes back to DeKalb County, DeKalb School Board, and City of Chamblee.
- VI. What does operation mean?
 - a. Jim answered that an operation means takeoff or landing of an aircraft
- VII. Will the presentation deck be available after the meeting?
 - a. Katie answered that yes, it will be available within 24 hours on the pdkmasterplan.com website
- VIII. What are the total number of flights going in and out of PDK on a daily basis?
 - a. Nate with PDK Airport answered that it depends on which day it is and the weather, but on average 400-500. The annual total number of flights for 2017 was 160,000 operations.
- IX. Do you see the operations growing by factor of 2, 5, how is it forecasting to grow?
 - a. Jim answered that you can look towards the national FAA forecast for general aviation airports and its hovering just under 2% average annual growth per year. The forecast has not been done yet for PDK airport specifically but will be somewhere around that number.
 - b. Mario from PDK Airport added that 20 years ago, 230,000 operations a year. We still get calls today saying that operations have increased and when in reality they have decreased. If the economy is doing great, aviation is doing great. If the economy is in the tank, then aviation is in the tank. General Aviation is based off of disposable income. A large chunk of PDK is corporate jets and they have the means to keep operating. The other half that use their private planes for business, if business is not doing well they do not fly, mostly because of the high pricing in jet fuel. A point in reference when you are talking about the factors of 2 and multiplying going up that as it can go up and it can go down.



- X. Committee Member stated that they thought it would be valuable to educate everyone about what enterprises are funded by the airport.
 - a. Mario stated there are 3 enterprises funds in the county: Sanitation, Water, and the Airport. The Airport is self-sufficient, meaning that it does not take on any tax dollars that is imposed upon by the county. All costs generated by the airport are covered through revenue that is brought upon by operations through the airport or it is a grant from the FAA. All of the tenant's personal property tax money that is paid from the tenants is distributed amongst DeKalb School Board gets 55%, DeKalb County gets somewhere around 20%, and City of Chamblee gets 15%. The airport gets nothing.
- XI. Comment from committee member about the fact that PDK does not have a sense of identity and how will the master plan plan for the future airtropolis of the PDK.
 - a. Katie Cash stated that those are all great ideas and that this is the purpose of these committee meetings is to come together and share those ideas amongst each other.
 - b. Jim also added that that is the kind of feedback they are looking for and want the community to accept the master plan with open arms.

Let's Discuss PDK....

Collect feedback on the following items from the committee members. Will share collective feedback from all committees at next meeting.

- XII. What could be improved?
 - a. Shared a few written by committee members – More parking (both plane and car), more dining options (no chain), better noise levels, improve identity and place making, proactive communication with the citizens
 - b. Committee member asked how far the closest Mart station is to the airport? Mario answered that the closest Marta station is about a 5-minute walk.
- XIII. What is your vision for the airport in 20 years?
 - c. Shared a few written by committee members - sense of community, signature well-known general aviation airport, growing operations of the airport more efficiently and effectively, elevating excellence in aviation
- XIV. What do you see as strengths?
 - d. Shared a few written by committee members – medivac flights, accessibility and revenue, close proximity to facilities in Chamblee, location, response to noise complaints
- XV. What do you see as weaknesses?
 - e. Shared a few written by committee members – lack of ability to address curfew violations, lack of informing neighboring areas of airport usage levels (people moving in and unsure of volume of airport)
- XVI. What do you see as unmet opportunities?



- f. Shared a few written by committee members – community engagement, do more in partnering with local schools around education youth about aviation (offer tours), add additional revenue streams for coworking space, have an official aviation day for local schools, enforcing good neighbor policy, being more responsive to complaints, support other community events

XVII. Katie Cash discussed the following topics:

- a. Next Steps
- b. Committee Meeting #2
- c. Committee Meeting #3

Questions:

- XVIII. Are the same questions asked and discussed today on the survey as well?
 - a. Katie answered yes, they are on the survey and encouraged everyone to share the survey amongst their peers.
- XIX. Will the working documents be posted before meeting to have time to review before discussion at meeting?
 - a. Jim answered that the working papers will be posted, and committee members will be informed when posted, although they do prefer to discuss the documents with the members before distributing them but will do their best to share them amongst the members.

The CAC meeting was dismissed at 7:17 PM.



Citizen Advisory Committee (CAC) Meeting Minutes

The PDK Master Plan Citizen Advisory Committee met on Thursday, July 11, 2019 at 6:00 PM at the DeKalb Peachtree Airport Admin Building, Room 227.

The Citizen Advisory Committee (CAC)

CAC members are appointed by the Mayors of Brookhaven, Chamblee, Doraville, and Dunwoody and DeKalb County Commissioners.

CAC Meeting #3 Goals and Objectives:

- Review the Master Plan Process
- Review Facility Requirements Analysis

Members Present: Jamie Dutro (District 2), Betty Prather (District 3), Lori Gray (Brookhaven 1), Jordon Fox (District 2), Tess Snipes (Stone Mountain), Larry Scheinpflug (District 1)

Members Absent: Todd Rehm (District 1), Casey Cochran (District 3), Andrew Heaton (District 6), Cailey Ryckman (Brookhaven 2), Trudy Dean (District 7), Neil O. Campbell (District 5), Chris Lee (Chamblee 2), Christopher Richard (District 4), Mike Reeves (District 4), Dan Zanger (Chamblee 1)

Others Present: Airport Director Mario Evans, Jim Duguay of Michael Baker, Fola Shelton of Michael Baker, Mackenna Perkins of Michael Baker, Erika Dorland of Smartegies, and Regan Radakovich of Smartegies. Tracie Kleine (Representative of GDOT and TAC), Joe McCarty (Representative from PDK Airport Association and TAC).

The CAC meeting began at 6:05 PM.

- I. Erika Dorland from Smartegies welcomed the committee to the meeting and introduced herself and encouraged others to introduce themselves.
- II. Jim Duguay begins the presentation by identifying the contents of the presentation: master plan process, facility requirements analysis and next steps.
- III. Jim addresses the master plan process section of the presentation:
 - a. Phase 1 – Airport Visioning: Stakeholder Engagement, Goals & Objectives, Existing Conditions and Aeronautical Forecast.
 - b. Phase 2 – Master Plan: Needs Assessment, Development Options, Stakeholder Engagement, Implementation Plan, Final Deliverables. We are currently at the Needs Assessment phase. We have not created development options yet but will have concepts to show at the next round of meetings.
- IV. Planning Horizon Activity Levels. The two major components of the aeronautical forecast are based aircraft and operations.



- a. Historic Based Aircraft Levels 1990-2018
 - i. PDK was built in World War II. The airport has had as many as 600 based aircraft. PDK is currently at 355 based aircraft. There was a big drop in based aircraft during the recession, private pilots were no longer participating in recreational flying and corporations were not flying a lot either. The based aircraft has been increasing slowly since then.
- b. Based Aircraft Forecasts 2019-2040
 - i. For the master plan we have completed at 22-year projection because the master plan project takes about 2 years to complete and we want to have a full 20-year outlook at the end of the master plan.
 - ii. PDK's based aircraft is forecasted to increase up to approximately 487 aircraft over the next 22 years by 2040.
 - iii. This is what we consider a demand forecast, it is not saying the airport will actually be able to accommodate this amount of aircraft and it is more about growth rates in the industry overall.
 - iv. This is a breakdown of what we estimate the increase in based aircraft over the next 20 years. The chart shows the growth rate for single engine, multi-engine, jet and helicopter. Part of the forecast was based off of a survey we provided to the members who are currently on an 8-year waiting list for hangar space at PDK. We surveyed the potential tenants about what type of airplanes they wanted to bring and house at the airport and were those planes housed at PDK or another airport. The jet part of the forecast reflects the national jet forecast and is a little bit higher than small aircraft. This is a projection of potential demand at the airport.
- c. Historic Local and Itinerant Operations 1990-2018
 - i. Since 1990 the airport has seen operations up to 250,000 takeoffs and landings a year. The airport is currently at about 160,000 takeoffs and landings a year. The main decrease in that there has been less touch-and-go flight training at the airport. The airport has discouraged the flight school from doing touch-and-go's at PDK and has suggested they use outlying airfields to practice for noise abatement purposes.
- d. Local and Itinerant Operations Forecasts 2018-2040
 - i. We are projecting the airport to increase operations to about 219,000 annual operations by 2040.
- e. Annual Operations (Combined Local & Itinerant)
 - i. The chart is a breakdown of based aircraft by a 5-year, 10-year and 20-year projection. In the master plan we try to divide up potential improvements in those time frames.
- f. Annual Growth Rate (AAGR)



- i. The chart displays the growth rates that were applied for based aircraft at the airport in comparison to FAA growth rates.
 - ii. Why are we concerned about growth in operations of the airport? As a part of the master plan we will forecast the noise footprint of the airport. In the map image the contours shown were previously created. The dotted lines show noise levels in 2004 and the solid lines show noise levels in 2016.
 - iii. Question from committee member: The noise contours shown, what is it that determines where the line goes?
 1. Jim replies contours are generated by a computer model created by the FAA . It is based on the number of daily operations over a year. It is the overall operations of the airport not just one operation. Every single flight operation is considered in the noise model. For night operations, the model multiples one operation by ten. For the model, the time frame for night operations is 10:00 PM to 7:00 AM.
 2. Mario adds that the map shows 2004 and 2016 studies to generate the noise curves. With the new NOMS system (noise monitoring system) the airport will be able to perform these studies on an annual basis.
 - iv. Jim adds that for the master plan we use the FAA model because we are looking the forecasted growth in operations. We take the NOMS system and flight traffic as inputs. The footprint is getting smaller due to decrease of operations and technology improvements on aircrafts.
- V. Jim addresses the facility requirements section of the presentation:
- a. Major Categories of Facility Requirements
 - i. Standard aspects of an aviation master plan are airfield capacity, identification of critical aircrafts, airfield safety requirements, landside improvements, airport support facilities.
 - b. Airfield Capacity
 - i. This is the theoretical number of operations PDK can handle in a year without significant delay. The number is computed using the runway layout. PDK has two parallel runways. There is also a crosswind runway for smaller aircraft.
 - ii. PDK can handle up to 275,000 operations.
 - iii. How do airport planners use this information? If the airport operations were nearing airport capacity, we would potentially need to build more runways or need to create more efficient taxiway entries and exits. Based on the circumstances at PDK, we will not be adding new runways but may look at taxiway improvements.



- iv. Question from committee member: Have you ever looked at high speed exits?
 - 1. Jim answers that yes, this is a type of taxiway exit that could be used to improve capacity. Normally you would not consider building something like a highspeed when annual operations near 80% capacity.
- v. Question from committee member: I have seen PDK get really busy before, does the tower ever switch to dual frequency?
 - 1. Mario answers yes. They only switch to dual frequencies at surge events such as Super Bowl or All-Star Games. It is usually after the game when there is a heavy push to leave out.
 - 2. Jim adds to help with improving capacity there is an opportunity to build a small taxiway. It might be something we will look at.
- c. Critical Aircrafts
 - i. The critical aircraft is the most demanding at the airplane that has at least 500 operations at the airport. It is based on the individual runway. We looked at flight plan data and identified what the most demanding aircrafts operating at the airport over the last twelve months.
 - ii. For the primary runway the most demanding airplane is the Gulfstream 550. We evaluate the design standards in order to be able to accommodate the sizing of the aircraft.
 - iii. For the short parallel and crosswind runways (secondary) the primary airplane is the King Air 90.
 - iv. The 500 operations are based on a whole year or preceding 12 months.
- d. Runway Design Group. The corresponding runway design group for runways at PDK is D-III for the primary runway and B-I for the secondary runway.
- e. Airfield Safety Requirements. We will review the following airfield safety requirements:
- f. Runway Length & Comparison
 - i. There are no plans to extend the runway. The airport is surrounded by Dresden Drive on the South and Chamblee Tucker to the North and it is not feasible to move these roads. Weight of aircraft operations are constrained due to the runway length we have available.
 - ii. Question from committee member: the number shown is the number that the runway can handle safely?
 - 1. Mario answers that when the runways are designed the pavement strength is related how long the asphalt will last at the airport. When we do those calculations, the asphalt is set to last up to 20 years based on frequency of operations. We do pavement inspections on what is happening to the runway. GDOT



performs the inspection every other year and the pavement inspection every 5 years. The study shows what the pavement strength is.

2. Mario adds they look at the long-term repair of the pavement.
3. Mario adds that the airport cannot accommodate anything larger than the Global Express at the airport. Larger aircraft, such as the Boeing 737 are not designed to maneuver around PDK; the turn radiuses are too tight. If they get off the pavement they are stuck, and the airport is basically shut down. For this reason, we do not allow larger jets such as 737. The largest airplane PDK can handle is a Global Express or Gulfstream 550 or 650 due to the length of our runway.

g. Runway Width

- i. Based on design standards, widening is not recommended for the runways at PDK. The primary runway is 100 feet wide which meets FAA standards. The secondary runways are both 150 feet which is wider than FAA guidelines. There are no plans to decrease any runway widths over the planning period unless full reconstruction of the runway is required.

h. Wind Coverage

- i. Airplanes need to land into the wind. The direction they land and takeoff depends on wind direction. Larger aircraft can handle the crosswinds on the primary runway, but smaller aircraft rely on the crosswind runway (Runway 16-34). PDK needs to maintain Runway 16-34 for smaller airplanes.

i. RSA's & OFA's

- i. Runway Safety Area (RSA) is a defined surface surrounding the runway prepared or suitable for reducing the risk of damage to aircraft in the event of an undershoot, overshoot, or excursion from the runway. The design standards are a little different for each runway depending on aircraft size that will be utilizing the runway.
- ii. Object Free Area (OFA) is an area centered on the ground on a runway, taxiway, or taxilane centerline provided to enhance the safety of aircraft operations by remaining clear of objects, except for objects that need to be located in the OFA for air navigation or aircraft ground maneuvering purposes. There should not be anything penetrating this area such as a tree.
- iii. One thing we will look at is the grading along the sides and ends of each runway. At the end of each runway there is not 1000 feet of safety area. An EMAS was added on the south side of the runway that acts like a runaway truck bed that quickly slows down aircraft that overshoot the



runway. The EMAS installation for the south side of the runway cost \$8 million. We are looking into an EMAS for the north side but preliminary analysis shows it would not be as beneficial on the north side.

- iv. One option we have considered on the north side is keeping the declared distances as-is and another option we have investigated is installing an EMAS on the north side of the runway. We do not think the EMAS will be efficient or cost effective on the north side.
 - v. Another issue we are concerned about is the County's sanitation facility located off of Chamblee Tucker near CDC. It is the north sanitation lot; this is where all the sanitation trucks service the north part of the county so that they do not have to travel to the landfill that services central and south DeKalb. As well as the transfer station right off of Buford Highway, which is also on airport property is south of the CDC off of Buford Highway. All of the trash that the north sanitation facility collects is brought to the transfer facility. The airport and surrounding areas can smell the trash when the wind is blowing. This issue has been brought up by the FAA and the issue what type of wildlife this is attracting. However, it is very difficult to move because it has been there since the 70's; nobody wants it moved into their backyard. At the next meeting, we will be presenting ideas on relocation ideas for the sanitation facility.
 - vi. The safety area at the end of Runway 34 does not meet standards. We are looking into adding dirt to the area to provide safety.
- j. Instrument Approach Procedures
- i. One of the goals we have been trying to obtain is lower landing minimums. When an airplane flies in bad weather there are two requirements in order to land: a minimum visibility distance and cloud height distance. For the bad weather runway, the minimums are artificially higher than they should be; they are 7/8ths of a mile and 400 feet. This means you must be able to see at least 7/8ths of a mile in front of you on cloudy day and the cloud deck has to be at least 400 feet.
 - ii. We have been tasked with trying to improve the minimums. One option we are looking into is an airspace survey in one area to identify obstructions in the flight pattern. Another option we are considering is extending the approach lighting system by adding five additional light poles. These poles would be located on airport property north of Chamblee Tucker. 14-15 years ago, the airport bought out an old neighborhood in this area. These lights would shine upwards and point aircraft towards the runway. If we install these lights the minimums could potentially go from 7/8ths of a mile to half a mile and cloud clearance heights could be lowered.



- iii. Question from committee member: What would be the reasons not to do that? Would the planes be flying lower therefore it would be louder?
 - 1. Jim answers no, improving the lighting and lowering the minimums does not change the glide slope. It only enhances safety. It would allow planes flying here during bad weather would not have to divert to other airports or fly a missed approach.
- iv. Question from committee member: Is the current lighting using LED lighting?
 - 1. Mario answers no, we have not converted to LED yet. LED lighting is very expensive. It is on the CIP for them to be replaced.
 - 2. Jim adds that airports are slowing converting to LED lighting. Although LED approach lighting is not very common.
- k. RPZ's
 - i. Runway Protection Zone (RPZ) is an area at ground level prior to the threshold or beyond the runway end to enhance the safety and protection of people and property on the ground.
 - ii. The FAA has policy guidelines to prohibit specific land use, no facilities are to be built where large amounts of people will congregate such as churches or schools. There are commercial businesses located in the airport's northern RPZ's. Almost all residential buildings have been relocated out of the airport's RPZ's.
 - iii. There are a few dimensions that have changed in these areas. The RPZ may become shorter on the north end. The FAA will have to agree to shortening the distance. Chamblee and the FAA will have to agree to this.
 - iv. Question from committee member: There was some talk about the space near the t-hangar area (South Quad) is an RPZ?
 - 1. Jim answers no, there is no RPZ near the anticipated site hangar site.
 - 2. Mario adds that the confusion may have been caused about the woods area that was sold to the city of Brookhaven.
- l. Approach Lighting – Potential MALSF to MALSR Upgrade
 - i. Extending approach lighting for runway 21L could improve instrument minimums.
- m. Planned VOR Closure
 - i. The FAA has been converting navigation aid to GPS, which does not require a ground facility to operate. The FAA will be decommissioning the VOR in the next couple of years. We are trying to determine from them whether or not they are going to completely release the property. This is the last piece of land that the airport owns that could be repurposed for



aircraft storage or other facilities. We are taking a detailed look on what we can actually include in this area. Access to the site is poor.

- ii. At the next meeting we will be presenting potential improvement options.
- n. Landside Improvements
 - i. Landside improvements include aircraft storage, admin building and parking and ARFF (fire station).
- o. Aircraft Storage Capacity vs. Projections
 - i. Based on our 20-year projections, we have evaluated the existing hangar and tie-down capacity. We have come up with a rough count of how many aircrafts can be stored, but this varies due to the size of the aircraft. Over the next 20 years the projected demand of roughly 132 additional based aircraft. Based off of our assumptions, it looks like their will need to be space for additional 64 aircraft. There is an 8-year waiting list for t-hangars.
 - ii. There is a separate waiting list for corporate t-hangars, there are about 25 different entities on the list. There is a large interest to house their aircraft at PDK.
 - iii. Mario added that recently there was a Fortune 100 Company, they were looking to locate their office in Brookhaven and wanted to house their corporate planes here. The company chose Charlotte over Atlanta to move their headquarters to. The airport worked with the City and Atlanta for several years on the deal, but unfortunately the deal could not be worked out. With our proximity to Atlanta and several neighboring major cities, PDK is a very attractive option and we get a lot of interest from corporations wanting to house their jets here but currently do not have the adequate space.
 - iv. Question from committee: Do you track the price of corporate hangars at other locations?
 - 1. Mario answered yes, it is all based on supply and demand. There is a waiting list for the hangars and people will house their aircraft elsewhere, but they really want to be at PDK.
 - v. Jim states they are currently looking into options on repurposing the land where the old runway was. There are talks about including an aviation museum.
- p. SW Quad Development
 - i. In the Southwest quadrant, the airport is currently looking at developing this area. This development could house up to 14 corporate aircraft. We are currently looking into site layout options. It will cost a lot of money to build this site, so the airport is currently just looking into site preparation.



- q. Admin Building & Parking Improvements
 - i. The admin building was originally designed for military purposes. The building is not ADA friendly, does not meet current code, asbestos is located in parts of the building, it lacks central HVAC and has inadequate parking. An architect is currently looking into potential options for renovation of the building. There is also inadequate space for the public. We are looking into multi-use spaces for the public and community to use. Epps Hangar is right next door and will have to consider ways to not interfere with their operations and also consider the cost.
 - ii. Question from committee member: Does the admin building fall in the historical community?
 - 1. It will be an issue that the airport stakeholders should consider as far as the fact that it is a historic building. As far as FAA's mindset on this, if the FAA is putting any money into the new building, it will be an issue that must be analyzed as part of the environmental process. Most likely, there will not be FAA money spent on the admin building improvements.
 - iii. Committee member states you could utilize the admin building for the museum and build an admin building to the available land space.
 - 1. Jim replies that is an option they have explored and are continuing to look into all of their options.
- r. ARFFF – Airport Fire Station Charlie 15
 - i. The fire station is a repurposed hangar. The facility was not designed to be a fire station and does not store their vehicles adequately. Another issue is that for emergencies it is not in a central location. We are thinking about relocating it to southwest quadrant so it will have direct access to the primary runways.
 - ii. Question from committee member: If you move the fire station what will go in its place?
 - 1. Mario answered that he has spoken with the fire chief and they are will not be moving that fire station due to the fact that it services the Doraville/Chamblee area. One truck services the airport and the other truck services the Chamblee/Doraville area, so it is not really option to remove the fire station completely. There has been conversation about creating an additional fire station specific for airport use only.
- VI. Jim addresses the next steps section of the presentation:
 - i. At the next meeting, we will be providing concepts and potential development options. We will also be providing an environmental impact evaluation.



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- ii. The public open house will be held next week on Wednesday July 17, 2019 at 6:00 PM – 8:00 PM at the Chamblee Civic Center.
- iii. The next committee meeting and public open house will take place in the fall. This will remain flexible because there may be issues that we will have to address before presenting the concepts.
- iv. The master plan will more than likely be submitted at the end of the year.

The CAC meeting was dismissed at 7:25 PM.



Citizen Advisory Committee (CAC) Meeting Minutes

The PDK Master Plan Citizen Advisory Committee met on Thursday, December 5, 2019 at 6:00 PM at the DeKalb Peachtree Airport Admin Building, Room 227.

The Citizen Advisory Committee (CAC)

CAC members are appointed by the Mayors of Brookhaven, Chamblee, Doraville, and Dunwoody and relevant County Commissioners.

CAC Meeting #4 Goals and Objectives:

- Review Development Options

Members Present: Larry Scheinpflug (District 1), Jamie Dutro (District 2), Lee Wiggins (Doraville 1), Tess Snipes (Stone Mountain), Cailey Ryckman (Brookhaven 2), Jordon Fox (District 2), Betty Prather (District 3), Chris Lee (Chamblee 2)

Members Absent: Todd Rehm (District 1), Casey Cochran (District 3), Andrew Heaton (District 6), Trudy Dean (District 7), Neil O. Campbell (District 5), Christopher Richard (District 4), Mike Reeves (District 4), Dan Zanger (Chamblee 1), Lori Gray (Brookhaven 1)

Others Present: Airport Director Mario Evans, Jim Duguay of Michael Baker, Fola Shelton of Michael Baker, Mackenna Perkins of Michael Baker, Erika Dorland of Smartegies, Donya Edler of Smartegies, Regan Radakovich of Smartegies and Joseph Robinson (Representative of GDOT and TAC).

The CAC meeting began at 6:10 PM.

- I. Erika Dorland from Smartegies welcomed the committee to the meeting and introduced herself and encouraged others to introduce themselves.
- II. Jim Duguay begins the presentation by identifying where we currently are in the master planning process: development options. We are a little over one year into a two-year project. Since we last met, we have been working on a needs assessment. Tonight, we are here to review some of the development options that we are looking at. These are not necessarily the improvements that the airport will do, but they are the ones we are looking at as part of the master plan process. We will be hosting another public workshop in Q1 of 2020 and hope to be finished with the master plan by the end of summer 2020.
- III. Mackenna reviews the Development Concepts/Alternatives for the Admin Building Redevelopment.
 - a. PDK conducted a feasibility study analysis of the existing admin building. The study took into consideration all of the engineering elements that are currently



existing within the building such as electrical, mechanical, plumbing, safety of the building and the roofing and also compared it to the future needs of the airport and surrounding community. There were a couple concerns of the existing building which lead to the study; the building is not ADA friendly, lack of parking and lack of HVAC control.

- b. The study provided us with 3 different concepts and a parking concept:
 - i. Existing Admin Building and Parking
 - ii. Admin Building Re-Development – Concept 1
 - iii. Admin Building Re-Development – Concept 2
 - iv. Admin Building Re-Development – Concept 3
 - v. Admin Building Re-Development – Parking Deck Concept (First Level)
 - vi. Admin Building Re-Development – Parking Deck Concept (Top Level)
 - vii. Admin Building Re-Development Costs
 - 1. Option A (Full Renovation): \$8 MIL
 - 2. Option B (Partial Renovation & New Addition): \$9 MIL
 - 3. Option C (Full Demo & New Building): \$10 MIL
 - 4. Parking Deck (~200 Cars with 16,000 SF Retail Space): \$7.3 MIL
 - 5. Mario adds that the funding will come from the enterprise fund. This is only a feasibility study as far as the schematic of what the building could look like. When we get closer to the start of the project, all things will be considered when choosing the concept option.
 - viii. Question from committee member: While these improvements are being done, where would the temporary admin building go? What would the Down Wind restaurant do?
 - 1. Joseph answers it has been addressed that they will have temporary trailers located in the north parking lot. The restaurant has not been decided yet, it depends on the status of their lease and when the project actually happens.
 - ix. Question from committee member: When does the Down Wind's lease expire?
 - 1. Joseph answers he does not know the answer.
 - x. Question from committee member: Is the admin building on the historical registry?
 - 1. Joseph answers no it is not.
- IV. Jim introduces the next section of the presentation, SW Quadrant Update and invites Mackenna to review the status and concepts of the SW Quadrant Update.
 - a. For this project, we requested three variances with the city of Chamblee. The first variance request was to increase the retaining wall height from four feet to twenty-four feet, which was approved. The second variance request was to allow



for barbed wire to be included on top of fencing to provide a secure top, which was also approved. We worked with the City of Chamblee to only approve the barbed wire to a certain area so that as you are driving down Clairmont Road there is a tree buffer and you do not have to see the barbed wire. The third variance request was to move the required streetscape from Hardee Avenue and Bragg Street to Dresden Drive so that the community will benefit more from the upgrade since Dresden Drive is driven on more often.

- b. The variance requests have been approved and we are currently at the funding stage.
- V. Jim reviews the East Ops and Inert Landfill Area.
- a. The existing VOR, which is the radio-based navigation aid is being decommissioned by the FAA. All of the navigation aids in aviation are converting to GPS so the FAA is phasing out all of the ground-based facilities. With the removal of the VOR, there will be more of an opportunity to build in this area since there will not be constraints that were originally there with the VOR being located in that area.
 - b. In the 1990's, an inert landfill was started on the property. An inert landfill is a landfill where natural materials such as tree stumps, mulch and bricks from torn down buildings is dumped. This was buried with a thin layer of soil. This creates challenges for any type of construction in the area. It will cause an increase in cost due to geotechnical testing and more compactable soil that will have to be brought in in order to build on the land.
 - c. The east ops area can be developed rather quickly.
- VI. Jim reviews the VOR Area Alternatives (Alternatives A, B & C)
- a. There are 3 possible alternatives we are looking at to develop in the VOR area. This is really the only area we have the opportunity to build anything new on the property.
 - b. The airport has been in discussion with a non-profit group about building an aviation museum at the airport. We have been asked to identify potential locations for the museum as part of the master plan. They would prefer to have a hangar be a part of the museum to store vintage aircrafts.
 - c. Jim reviews the different t-hangar layout options.
 - d. Question from committee member: Approximately how long does it take to build the t-hangars?
 - i. Jim responds that it depends on the area. The areas that are up to grade and flat we can build them rather quickly. The landfill area will be more challenging.
 - e. All of these plans are conceptual, and we are just trying to show the ideas we have come up with thus far.



- f. Question from committee member: For the corporate hangars, what size aircraft can fit in those?
 - i. Jim answers the corporate hangars are 100 by 120 so that could hold 1 or 2 jets depending on the size of the jets.
- g. Question from committee member: Is there any options for businesses to go there instead of the museum or t-hangars?
 - i. Jim answers that purpose of the concepts is to determine if aeronautical demand can be accommodated at the airport. Aeronautical business could be an option.
- h. There are also costs that we will have to consider when choosing one of the alternatives and phasing schedule will have to be put in place.
- i. Question from committee member: What about the fueling for the t-hangars?
 - i. Jim answers that ideally there will have to be fueling on the side and we have not explored options for that, so that will need to be something we look into.
- j. Question from committee member: What is the approximate percentage increase of fuel that will have to be on site?
 - i. Jim answers that that has not been decided. Normally the fuel is sold on site by the use mixed operators here. Mario would work on lease agreements and then decide fuel storage from there. A typical corporate hangar uses 12,500-gallon tank, if they provided fuel themselves there would be above ground storage tanks near these hangars. This all depends on the type of leasing agreement. We will evaluate the fueling access further.
- VII. Jim reviews the Hangar Capacity Based on Forecast Demand at PDK Airport.
- VIII. Jim reviews the North Runway Protection Zone (RPZ) Redevelopment.
 - a. RPZ Reduction and Potential Land Use Changes
 - i. In the RPZ's we do not want new development that causes congregation of people.
 - ii. There is a possibility the RPZ size will decrease and what this does is reduces the land restrictions in the area where the current RPZ is. The airport bought this land in the 1990's, so they will have the option to sell or lease the land to be redeveloped. We are proposing the land be used for non-aeronautical land use, which means it could be used for non-aviation purposes in the future. Although, it would have to be compatible with noise and height, so it could not be anything too tall or receptive to noise such as hospitals, schools and residential. It could be a park or retail as well. For a park, there should not be any bird attractions.
 - iii. We will work with the City of Chamblee for the best use of the land.



- iv. The airport has had some issues with people using some of the vacant land north of the RPZ. Mario has been in discussion with the City regarding the vacant land.
- v. Mario adds that he has been working with the City because there has been a lot of dumping going on, homeless people, soccer games so we have been working with Chamblee PD to secure and guard the area. This will leave us with the possibility to use the land for non-aeronautical purposes as revenue for the airport. The City of Chamblee has already expressed interest in expanding their public works facility that abuts the property.
- b. Approach Lighting Upgrade
 - i. On the north side, we are looking to upgrade the approach lighting. We want to convert the system to add flashing strobe lights that will be pointed up towards the flight path. The lights help pilots see the runway easier. The new approach lighting could potentially lower weather minimums.
- c. Existing Sanitation
 - i. The County stores extra waste bins, trucks, an underground fuel tank and has admin offices on the site. This site is too close to the runway and does not meet FAA standards. In order to uphold safety standards, we have evaluated the land surrounding the airport to relocate the facility. We are trying to find the best option, so it is not a disturbance or eye sore to the community driving down the road. One of our ideas is to relocate the sanitation site to the area that will be available once the RPZ is adjusted (on the north side). Mario has been speaking with the sanitation department to discuss the possible relocation of the facility.
 - ii. We do not think that the decision will happen until after the master plan is over.
 - iii. Feedback from committee member: I don't not think that is the best option, Chamblee is trying to revitalize their downtown so they would likely not prefer to have the sanitation site moved there. It seems like there is better use of that land. DeKalb does have a site off of Buford Hwy where they store mulch, so I am not sure why it could not go there instead?
 1. Mario responds that he has already spoken with the sanitation Director and have looked at that area. They already lease both of those areas from us. The one you are referring to is the transfer station where all the trash from the north side of the county is brought on a daily basis where it is transferred to tractor trailers and hauled off to the landfill. Chamblee has already been in talks



- with their public works facility and their downtown redevelopment and have not had a problem with the proposed option of moving the site there. We have had these discussions with the city manager and economic development director and have gotten thoughts on it what it could possibly look like, but everything is still in the planning phases.
2. No one wants to have the transfer station in their backyard, so it is a challenge to find a location to relocate to within the county.
- iv. Question from committee member: It looks like the “c” area is heavily wooded, that would be one of my concerns is tree loss in the area? I know that the “e” area there is not much around it so it would probably make more sense than tearing down a lot of trees.
 1. Jim answers that that is good input and that there is also a landscaping business located near that area that may be a potential location to place the site next to. We are going to have to work with Chamblee on where the site should be located. Chamblee would also have to reevaluate zoning of the land currently within the RPZ if the land became available to redevelop.
 - d. Sanitation Relocation Alternatives
 - e. Sanitation Relocation
- IX. Jim reviews Miscellaneous Improvements.
- a. T-Hanger Replacement
 - i. The airport currently owns 4 t-hangar spaces (in area depicted) and Epps owns 3 t-hangar spaces. The manufacturer no longer produces the t-hangars that are currently on the property. The airport would like to replace all of the t-hangar spaces in the area with more up to date facilities.
 - b. Shade Hangar (Upgrade) & North Ramp Shaded Tiedown
 - i. There have been several requests for shade hangars from the pilots. Shade hangars are a cheaper version of a t-hangar, the shaded feature would be an extra value to the tiedown tenants. We are looking at the north ramp as a possible location. If the airport does install the shade hangars, they could charge a monthly premium to the tenants.
 - ii. Question from the committee member: Is there any reason not to put them in?
 1. Jim answers cost. They are not very common.
 2. Joseph adds that this is something we are looking to do sooner rather than later. Mario has been trying to get them installed for



some time now. They are just struggling to locate a manufacturer and installer in the area.

- X. Mackenna reviews Long Term Pavement Maintenance and Schedule and Costs.
 - a. The state puts together a pavement evaluation, which is where they assess all pavement on the airfield. They assign a pavement condition index (PCI) value, and the PCI value determines when the pavement needs to be replaced and the repair method proposed.
 - b. The schedule and costs allow us to analyze the pavement evaluation and extend it over a 20-year analysis. This provides an overall look as to how we can prioritize the pavement improvements and repairs over the next 20 years.
- XI. Jim address next steps.
 - a. We are going to continue reviewing the options.
 - b. Public Workshop will be hosted early next year.
 - c. Obstruction Analysis/Approach Improvements
 - d. Implementation Plan Cost (Cost, Feasibility, Environmental Considerations, and Phasing)
 - e. Be on the lookout for meeting materials and meeting minutes that will be uploaded to the website.
 - f. Question from committee member: Who makes the decisions on which concepts to move forward with?
 - i. Jim answers the county commissioners and the airport will make the decision and we will present the preferred option to the public and gather the communities' input. All of the alternatives will be presented to the county.
 - g. Question from committee member: What is the next submission to the FAA and GDOT?
 - i. Jim answers the draft report. GDOT is in the loop with everything we have been working on. They will provide input and feedback on the report submitted.
 - h. Question from committee member: Is a communication plan going to be a part of the master plan?
 - i. Erika answers overall airport communications improvements are being considered. The airport is working actively to try and figure out the best approach to it. We have been brainstorming a lot of ideas for recommendations.
 - ii. Jim answers that this is an on-going improvement process.
 - iii. Mario adds that it is an on-going commitment to the community and to everyone that we are trying to improve our communication program. I have been talking with the CEO's communication team. This week 3 different communications have been sent out regarding the PDK airport



including information for the next Advisory Board meeting, a possible surge event around the SEC Championship event and other announcements. The CEO's communication department has been sending out on their platforms as well as on Next Door to the neighborhoods that have been requested to be sent to, and the Airport's Facebook and Twitter pages.

- i. Question from committee member: What is the status of the environmental round table and who are you trying to get to be a part of it?
 - i. Mario answers someone from EPA, FAA and EPD. The federal and state level are involved, as well as the southern region FAA and GDOT representatives.
- j. Question from committee member: Has there been any movement on the environmental study that is supposed to accompany the master plan?
 - i. Jim answers that Mario has talked about doing additional air quality analysis and we are talking with the FAA to see what they want us to do. Because the improvements identified in the master plan are potentially eligible for federal funding, they are subject to the National Environmental Policy Act (NEPA). NEPA has around 14 different criteria including air quality, noise, wetlands and hazardous materials, etc. When the master plan is approved, it is approved on condition, called a "Conditional Approval." Before any of the projects subject to federal funding are implemented, they have to go through additional environmental review and clearance. Which is a more detailed study of all of the specific items within NEPA.

The CAC meeting was dismissed at 7:29 PM.



Citizen Advisory Committee (CAC) Meeting Minutes

The PDK Master Plan Citizen Advisory Committee met virtually on Tuesday, July 28 at 5:30 PM.

The Citizen Advisory Committee (CAC)

CAC members are appointed by the Mayors of Brookhaven, Chamblee, Doraville, and Dunwoody and relevant County Commissioners.

CAC Meeting #5 Goals and Objectives:

- Review Impacts of COVID-19 on Aviation
- Review Impacts of COVID-19 on PDK Operations
- Review Environmental Considerations
- Discuss Proposed Master Plan Improvements & Phasing Plan

Members Present: Jamie Dutro (District 2), Cailey Ryckman (Brookhaven 2), Jordon Fox (District 2), Tess Snipes (Stone Mountain), Tracie Kleine (GDOT), Kathie Gannon (DeKalb County Commissioner), Tammy Jergovich, Andrew Heaton (District 6), Dan Zanger (Chamblee 1), Betty Prather (District 3), Chris Lee (Chamblee 2), Harrison Rogers, Lashun Atwaters, Martha Pacini

Others Present: Airport Director Mario Evans, Korey Barnes of PDK, Jim Duguay of Michael Baker, Joseph Snyder of Michael Baker, Fola Shelton of Michael Baker, Mackenna Perkins of Michael Baker, Donya Edler of Smartegies and Regan Radakovich of Smartegies.

The CAC meeting began at 5:30 PM.

- I. Mario Evans from PDK Airport welcomed the committee to the final committee meeting.
- II. Donya Edler from Smartegies reviewed the housekeeping rules and guidelines of the meeting.
- III. Jim Duguay begins the presentation by identifying that we are currently in the second half of the master plan process and nearing completion. We are currently doing active stakeholder engagement, including presenting information to the technical committees and the citizens advisory committee. We also presented to the airport advisory board a couple of weeks ago. And on August 4th, we will be presenting a lot of this similar information to the board of commissioners. We are working on our implementation plan, fine tuning our development options, and preparing final deliverables. We do not have an exact date when we will be completed, but we are hoping to be done by the end of this year.



- IV. Next, we wanted to update everybody on how COVID-19 has impacted aviation and provide some of the national trends we are seeing. We are then going to have Korey Barnes from PDK Airport talk through local trends.
 - a. Nationally, in terms of airline traffic, which as you know, PDK does not have any scheduled commercial service, but for perspective, airline traffic is down about 70% from pre-COVID levels. It is recovering very slowly. Some experts say it is going to take probably three years before airline traffic gets to its pre-COVID levels.
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general operation, especially our curfew ops. As you'll see, the operations started to show an increase when May came around.

- b. [Reviewing slides 13-22]. Reviewing month by month, in March, we saw a 24% decrease from March 2019, which we are going to take as our normal operation. Itinerant was down 33%. The local operations were down, and our curfew ops were down 15%. The line graph shows how the operation starts to decline. We have a linear trend line to show how 2020 compared to 2019 and has decreased overall. April was our hardest hit compared to 2019, we had a 56% decrease in operations, itinerant and local both down by 50% and 60% respectfully. And the curfew ops took a significant hit down 42%. And as I previously stated, the medivac flights made up a majority of those curfew flights. And again, there is the graph showing our April operations from 2019 and April 2020. You can see towards the tail end of April we started to kind of recover just a little bit into May. And May, while we were still down 25%, itinerant was down 28% and local ops were down 17%, but they were starting to slowly increase, as I said before. And again, the graph shows the operations compared to each other. And the trend of 2020 continuing to increase. Showing May compared to April 2020. April was our hardest hit month, you can see in May we were up 94% in our operations, itinerant traffic, which is most of our corporate and jet traffic was up 68%, and our local and including those flight schools were up 193%, and our curfew ops are backup 30%. And the trend line there for May 2020, you can see it is continuing to rise closer to what we consider as normal. We are still experiencing an increase back to what we consider normal. June was 12% higher and our operations compared to May itinerant was up 7%. And as Jim said for the national piston traffic, which is a lot of our local traffic, it has fully recovered and is back up 21%. This June total operation is still 6% lower than what we consider to be normal operation. The local traffic and our curfew traffic is up 10% compared to June 2019. So, as Jim said, it has fully recovered. And again, there's that graph just to show you how Maine compare to one another.

VI. Jim thanks Corey and reviews why general aviation has recovered much faster during the COVID-19 pandemic.

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- medivac, cargo delivery, public safety functions, various patrols, survey work, firefighting, etc. Those operations are continuing.
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- c. That is one thing that is important for everyone to understand what a master plan actually is. When the master plan is submitted to GDOT and FAA for approval, once the plan is approved it is called a conditionally approved plan. This means that the airport doesn't have carte blanche to just build everything that's on the map master plan. They still have to go through environmental reviews of some of those things that I discussed previously. So normally when we submit what's called the airport layout plan, which is the blueprint of the airport for approval, the approval the airport gets back, says "these developments are found to be within the FAA safety and design standards, and we agree with the efficiency of these improvements." And then it will say this ALP is conditionally approved based on following the requirements of NEPA.
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VIII. Jim introduces the next section: Summary of Proposed Master Plan Improvements & Phasing Plan. Reviewing the separate phasing plan document, Jim addresses the following points:

- a. Our proposed improvements in the master plan have been put into four different timeframes. The first is zero to five, second as six to 10, and the third is 11 to 20. Opportunistic means, we are not sure when that will happen.
- b. The following are zero to five years or short-term proposed updates:
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- d. The following are 11 to 20 years or long-term proposed updates:
- i. Connecting the taxiway to the approach end of two right.
 - ii. Completing the full parallel taxiway to the primary runway.
 - iii. One thing that is still being considered is potentially relocating the tie-downs that are in front of the park. The first row of tie-downs is in the actual object free area. There has been some input from the community as far as not wanting airplane exhaust pointed into the park. One idea is to move them to the North along sixth street. Environmentally, however, you are just moving airplane exhaust from one place to another because there are businesses over there, but it is not a park at least. And also,



you'd have to consider that these tie-downs are used by flight schools and now where would their classroom facilities be.

- e. The following are opportunistic projects:
 - i. This merger area is where the potential museum is going to be. It will come in off of Buford highway. It is definitely a speculative project and we have it shown so we can save some room, if that happens.
 - f. Jim reviews the cost of the various proposed improvements. Costs are displayed for both airside and landside.
- IX. Jim address upcoming steps:
 - a. Draft technical report and airport layout plan.
 - b. BOC update.
 - c. Public workshop.
 - d. BOC/GDOT/FAA review and approval.
 - e. Be on the lookout for meeting materials and meeting minutes that will be uploaded to the website.
- X. Comment from committee member: Could move sanitation station to unincorporated DeKalb.
 - a. Mario answers that is a tough one. As you know, that has been there for over four decades, I believe, way before my tenure, as airport director at PDK. It will be a hard one to move because no one wants the transfer station nor the sanitation lot in their backyard. We have come up with a couple of different options of where we can relocate it because it still would have to be on County property. So therefore, we are looking at other areas of where we can utilize the service. The rest of unincorporated is on the North end, so that is just a tough nut to crack though.
- XI. Question from committee member: Will there be a probable decrease in AIP funding and how will it impact the proposed timing of the projects?
 - a. Mario answers no, we don't anticipate AIP funding reducing actually we believe, from what we are hearing from the FAA, the AIP funding will stay the same if not increase.
- XII. Question from committee member: When can we see the full draft of the technical report with ALP?
 - a. Jim answers we can't give you a date, but we are shooting by the end of the year to have that report ready. We are working very hard on getting those ready right now, so we hope to have it done by the end of the year.
- XIII. Question from committee member: Will you be fixing the hump on runway 34? It may a safety issue.
 - a. Mario answers that is an FAA issue, when we get airport inspections it gets checked every year, no more than any other runway in the state. When we get to rehabbing runway 1634, that will be looked at and addressed at that time.



- XIV. Question from committee member: There seems to be an increase in traffic over the Merry hills in Unincorporated DeKalb. Has there been a change?
- a. Mario answers I would say no. I'm not looking at any flight traffic, it could just be an anomaly of pipeline in that area. If you can email us your question, we can let Korey Barnes, our airport noise analyst, investigate that further. Any times that you have any questions about traffic and operations, we do a very good job of investigating and reporting back and showing you the actual flight tracks. It's not only PDK flying over DeKalb County, there are other airports that do fly over the DeKalb County.
- XV. Question from committee member: When you remove the tie-downs on the North ramp and replace them with t-hangars, where will the current tie-down tenants be relocated?
- a. They will have first opportunity to go into the new t-hangars, when we get to that project. We have a long waiting list, we have over a hundred people, so if we could build 50, that means those 50 that are on the tie-downs, will have the first right to go into those t-hangers if they so choose to. And if not, that is a proposal that we have, it is not a set project for us, but we are looking into it.
- XVI. Question from committee member: What is the total proposed added number of PDK-based aircraft by aircraft type?
- a. Jim answers there are currently 355 based aircraft at PDK, and our master plan projects a demand for 487 aircrafts. Essentially over a 20-year period.
- XVII. Question from committee member: Have you looked at "T sheds" with solar panels to help lower the cost and make them more affordable for lease?
- a. Mario answers solar panels actually increase the cost. There is what is called a glare study that needs to be conducted in order to approve any solar panels at the airport. Every glare study that we have completed was turned down because of the glare of the solar panels to the aircraft flying in and out of the airport. We would love to do a solar project, but unfortunately, we cannot get past the glare study.
- XVIII. Question from committee member: How will the new nextgen navigation system effect flight path connection over specific neighborhoods?
- a. Jim answers when you say next gen, that means to me, conversion from ground based NAVAIDs to satellite based NAVAIDs. As far as PDK goes, that's basically what you're saying there. The current approaches are being the ones that were ground-based navigator approaches were just converted to GPS and it's basically the same approach you are just using different technology. There are no plans to change flight paths for arrivals and departures based on next gen. There has been a history of the airport looking at routing arrivals and departures down Buford highway and up and down Peachtree Industrial, those studies came back and showed that was not going to be a reduction and the main reason is that



there are lots of people who actually live along those roads in apartments. There has also been continued residential development in those areas as well.

- XIX. Question from committee member: Any progress on lowering the minimum for the 21 Left ILS from 400 feet to 200 feet?
- a. Jim answers yes, we are making progress toward that. There are approximately 30 something trees in the North RPZ that are affecting minimums, and it will take the airport some time to remove those.
- XX. Question from committee member: When do we expect the master plan to be completed?
- a. Jim answers it will be complete by the end of the year.
- XXI. Question from committee member: Will we get to vote on the master plan recommendation before it goes to the board of commissioners for vote?
- a. Jim answers no, the committee is an advisory committee. It is not a voting board. You are welcome to share your thoughts with the board of commissioners when it comes to that.
- XXII. Question from the committee member: When is the BOC presentation?
- a. Jim answers I believe it is on August 4th at 9:00 AM.

The CAC meeting was dismissed at 6:18 PM.



Citizen Advisory Committee (CAC) Meeting Minutes **Updated 12/01/2020**

The PDK Master Plan Citizen Advisory Committee met virtually on Tuesday, July 28 at 5:30 PM.

The Citizen Advisory Committee (CAC)

CAC members are appointed by the Mayors of Brookhaven, Chamblee, Doraville, and Dunwoody and relevant County Commissioners.

CAC Meeting #5 Goals and Objectives:

- Review Impacts of COVID-19 on Aviation
- Review Impacts of COVID-19 on PDK Operations
- Review Environmental Considerations
- Discuss Proposed Master Plan Improvements & Phasing Plan

Members Present: Jamie Dutro (District 2), Cailey Ryckman (Brookhaven 2), Jordon Fox (District 2), Tess Snipes (Stone Mountain), Andrew Heaton (District 6), Dan Zanger (Chamblee 1), Betty Prather (District 3), Chris Lee (Chamblee 2)

Members Absent: Larry Scheinpflug (District 1), Christopher Richard (District 4), Neil Campbell (District 5), Mike Reeves (District 5), Kevin Fowler (District 6), Jennifer McKellon (District 7), Trudy Dean (District 7), Lori Gray (Brookhaven 1), Lee Wiggins (Doraville 1)

Others Present: Airport Director Mario Evans, Korey Barnes of PDK, Jim Duguay of Michael Baker, Joseph Snyder of Michael Baker, Fola Shelton of Michael Baker, Mackenna Perkins of Michael Baker, Donya Edler of Smartegies and Regan Radakovich of Smartegies, Tracie Kleine (Representative of GDOT and TAC), Kathie Gannon (DeKalb County Commissioner, District 6), Tammy Jergovich, Harrison Rogers, Lashun Atwaters and Martha Pacini.

The CAC meeting began at 5:30 PM.

- I. Mario Evans from PDK Airport welcomed the committee to the final committee meeting.
- II. Donya Edler from Smartegies reviewed the housekeeping rules and guidelines of the meeting.
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- a. Jim answers it will be complete by the end of the year.
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- a. Jim answers no, the committee is an advisory committee. It is not a voting board. You are welcome to share your thoughts with the board of commissioners when it comes to that.
- XXII. Question from the committee member: When is the BOC presentation?
- a. Jim answers I believe it is on August 4th at 9:00 AM.

The CAC meeting was dismissed at 6:18 PM.



Citizen Advisory Committee (CAC) Meeting Minutes

The PDK Master Plan Citizen Advisory Committee met virtually on Tuesday, July 28 at 5:30 PM.

The Citizen Advisory Committee (CAC)

CAC members are appointed by the Mayors of Brookhaven, Chamblee, Doraville, and Dunwoody and relevant County Commissioners.

CAC Meeting #5 Goals and Objectives:

- Review Impacts of COVID-19 on Aviation
- Review Impacts of COVID-19 on PDK Operations
- Review Environmental Considerations
- Discuss Proposed Master Plan Improvements & Phasing Plan

Members Present: Jamie Dutro (District 2), Cailey Ryckman (Brookhaven 2), Jordon Fox (District 2), Tess Snipes (Stone Mountain), Tracie Kleine (GDOT), Kathie Gannon (DeKalb County Commissioner, District 6), Tammy Jergovich, Andrew Heaton (District 6), Dan Zanger (Chamblee 1), Betty Prather (District 3), Chris Lee (Chamblee 2), Harrison Rogers, Lashun Atwaters, Martha Pacini

Members Absent: Larry Scheinpflug (District 1), Christopher Richard (District 4), Neil Campbell (District 5), Mike Reeves (District 5), Kevin Fowler (District 6), Jennifer McKellon (District 7), Trudy Dean (District 7), Lori Gray (Brookhaven 1), Nancy Jester (DeKalb County Commissioner, District 1), Jeff Rader (DeKalb County Commissioner, District 2), Larry Johnson (DeKalb County Commissioner, District 3), Steve Bradshaw (DeKalb County Commissioner, District 4), Mereda Johnson (DeKalb County Commissioner, District 5), Lorriane Cochran-Johnson (DeKalb County Commissioner, District 7)

Others Present: Airport Director Mario Evans, Korey Barnes of PDK, Jim Duguay of Michael Baker, Joseph Snyder of Michael Baker, Fola Shelton of Michael Baker, Mackenna Perkins of Michael Baker, Donya Edler of Smartegies and Regan Radakovich of Smartegies.

The CAC meeting began at 5:30 PM.

- I. Mario Evans from PDK Airport welcomed the committee to the final committee meeting.
- II. Donya Edler from Smartegies reviewed the housekeeping rules and guidelines of the meeting.



- III. Jim Duguay begins the presentation by identifying that we are currently in the second half of the master plan process and nearing completion. We are currently doing active stakeholder engagement, including presenting information to the technical committees and the citizens advisory committee. We also presented to the airport advisory board a couple of weeks ago. And on August 4th, we will be presenting a lot of this similar information to the board of commissioners. We are working on our implementation plan, fine tuning our development options, and preparing final deliverables. We do not have an exact date when we will be completed, but we are hoping to be done by the end of this year.
- IV. Next, we wanted to update everybody on how COVID-19 has impacted aviation and provide some of the national trends we are seeing. We are then going to have Korey Barnes from PDK Airport talk through local trends.
 - a. Nationally, in terms of airline traffic, which as you know, PDK does not have any scheduled commercial service, but for perspective, airline traffic is down about 70% from pre-COVID levels. It is recovering very slowly. Some experts say it is going to take probably three years before airline traffic gets to its pre-COVID levels.
 - b. Certain airlines will not be able to recover as well as others and we will probably see some fleet changes with types of aircraft that they use. They will more than likely retire older model aircraft, since there are less passenger passengers to serve.
 - c. [Reviewing slide number 7]. This is a comparison of commercial flights from a recent snapshot of June. On the left is the number of daily airline flights versus the right of what it was a year ago. As you can see there's been a significant decrease in airline traffic nationally.
 - d. Business aviation on the other hand has rebounded compared to pre-COVID levels. [Reviewing slide number 8]. The chart on the top is a comparison of 2019 operations and chart of the graph on the bottom is 2020 operations. As you can see there is a trend line going back up to where the operations were year after year. As of June 14th, we are only down by about 12% from June of last year.
 - e. [Reviewing slide number 9]. This is a comparison of business flights on the left is 2020 and on the right is 2019. You can see the numbers are starting to rebound to pre-COVID levels. In terms of sectors of general aviation:
 - i. Business jet ops were down originally 70%, and now they are down about 30%;
 - ii. Turboprop operations declined 60%, and now they are down only 10%;
 - iii. Piston operations were down 50%, and now they are fully recovered;
 - iv. Helicopter ops rotorcraft operations went down 30%, and now they are fully covered.
 - v. These are the national numbers, not PDK numbers.



- V. Jim invites Korey Barnes to present comparative operations that PDK has seen during the COVID-19 pandemic. Korey begins to review the impact of COVID-19 on PDK operations.
 - a. Reviewing the specific operations PDK has had since January through the pandemic. February 1st through April 30th, we saw a 30% decrease in our traffic. And in extending that from January to May, there was a 17% decrease from our 2019 average. Our itinerant and a local operations saw a large decrease in operations. Medivac saw a small decrease, but medivac made up a lot of our general operation, especially our curfew ops. As you'll see, the operations started to show an increase when May came around.
 - b. [Reviewing slides 13-22]. Reviewing month by month, in March, we saw a 24% decrease from March 2019, which we are going to take as our normal operation. Itinerant was down 33%. The local operations were down, and our curfew ops were down 15%. The line graph shows how the operation starts to decline. We have a linear trend line to show how 2020 compared to 2019 and has decreased overall. April was our hardest hit compared to 2019, we had a 56% decrease in operations, itinerant and local both down by 50% and 60% respectfully. And the curfew ops took a significant hit down 42%. And as I previously stated, the medivac flights made up a majority of those curfew flights. And again, there is the graph showing our April operations from 2019 and April 2020. You can see towards the tail end of April we started to kind of recover just a little bit into May. And May, while we were still down 25%, itinerant was down 28% and local ops were down 17%, but they were starting to slowly increase, as I said before. And again, the graph shows the operations compared to each other. And the trend of 2020 continuing to increase. Showing May compared to April 2020. April was our hardest hit month, you can see in May we were up 94% in our operations, itinerant traffic, which is most of our corporate and jet traffic was up 68%, and our local and including those flight schools were up 193%, and our curfew ops are backup 30%. And the trend line there for May 2020, you can see it is continuing to rise closer to what we consider as normal. We are still experiencing an increase back to what we consider normal. June was 12% higher and our operations compared to May itinerant was up 7%. And as Jim said for the national piston traffic, which is a lot of our local traffic, it has fully recovered and is back up 21%. This June total operation is still 6% lower than what we consider to be normal operation. The local traffic and our curfew traffic is up 10% compared to June 2019. So, as Jim said, it has fully recovered. And again, there's that graph just to show you how Maine compare to one another.
- VI. Jim thanks Korey and reviews why general aviation has recovered much faster during the COVID-19 pandemic.



- a. Drawing some conclusions on why general aviation is recovering much faster than commercial scheduled airline traffic:
 - i. companies that have corporate travel bans but have access to corporate aviation are allowed to travel much easier with them. Most corporate aircraft only carry a small number of people.
 - ii. general aviation terminals do not have areas of crowded public spaces.
 - iii. there is not just corporate travel in the general aviation, there are a number of uses that really have no impact from COVID-19, such as medivac, cargo delivery, public safety functions, various patrols, survey work, firefighting, etc. Those operations are continuing.
 - iv. and that's why you see general aviation operations, such as turboprops, pistons, and helicopters fully recovered.
 - b. I wanted to give a shout out to one of PDK's prominent private charities based at PDK, Angel Flight. Their primary mission is to provide medical transportation for people in financial need. During this time, Angel Flight has been speeding up supplies or testing kits between testing facilities and helping in getting results back quicker. There has also been a swell of pilots to volunteer, to do this. It is a great example of how general aviation reacts in the time of crisis.
- VII. Jim introduces the next section: Environmental Considerations.
- a. We are going to review how the plan and environmental considerations work together during creating the plan. Any projects that we propose in the master plan that include federal funding have to follow what's called the National Environmental Protection Act (NEPA). This law was passed in 1970 and it requires that all federally funded projects to have a form of environmental review in accordance with that law. At airports, these are the categories of environmental review:
 - i. There is a CATEX, which is short for categorical exclusion. There are a number of projects that are small in scale or just administrative type projects that require very little environmental consideration, but they still have to be documented.
 - ii. CATEX checklists is where one or two environmental categories are likely show some signs of impact. And so that is more of a CATEX with some specialized studies in certain areas where we know there might be impact.
 - iii. One of the most common categories of environmental considerations is an environmental assessment. Those are done for larger projects, such as a runway extension. That environmental assessment involves a full analysis of the range of alternatives that could be done or should be evaluated for that project before it's cleared environmentally. And normally this falls through all the NEPA categories at some level and



those are provided to the decision makers to evaluate projects that include federal funding. Oftentimes there is also opportunities for public reviews, such as the public open house and also consultation with regulatory agencies, such as the EPA state EPD, and historic preservation office.

- iv. When one of these forms of reviews is submitted, in the case of Georgia, it is submitted to GDOT on behalf of the FAA. The outcome where no significant impact is found is called a FONSI. If that is not found then the airport will continue an EA and perform further investigation on whatever impacts are concerned, create mitigation plans, or change the direction of the project to mitigate potential impacts.
 - v. The environmental impact statement is a very large form of environmental review, which is only used for very large projects, such as building a brand-new commercial airport.
 - b. [Reviewing slide number 28]. These are the categories that in an environmental review, the airport has to evaluate. These are part of NEPA; air quality cleaning, such as historical resources, biological resources, impact to plants, endangered species, impacts to water resources, such as wetlands, noise, and changes to land use. Every project that is recommended in the master plan is going to receive federal funding and will be reviewed in these categories before they can be implemented.
 - c. That is one thing that is important for everyone to understand what a master plan actually is. When the master plan is submitted to GDOT and FAA for approval, once the plan is approved it is called a conditionally approved plan. This means that the airport doesn't have carte blanche to just build everything that's on the map master plan. They still have to go through environmental reviews of some of those things that I discussed previously. So normally when we submit what's called the airport layout plan, which is the blueprint of the airport for approval, the approval the airport gets back, says "these developments are found to be within the FAA safety and design standards, and we agree with the efficiency of these improvements." And then it will say this ALP is conditionally approved based on following the requirements of NEPA.
 - d. I think the important point here, is that once the airport master plan is submitted and complete, there is still work to do on the environmental side before a project can be implemented.
- VIII. Jim introduces the next section: Summary of Proposed Master Plan Improvements & Phasing Plan. Reviewing the separate phasing plan document, Jim addresses the following points:



- a. Our proposed improvements in the master plan have been put into four different timeframes. The first is zero to five, second as six to 10, and the third is 11 to 20. Opportunistic means, we are not sure when that will happen.
- b. The following are zero to five years or short-term proposed updates:
 - i. Approach lighting system. We are proposing to add five separate lights to the end of the existing approach lighting system. This will allow potentially lower minimums at the airport and improve safety during IFR conditions.
 - ii. Relocating the county sanitation site is a high priority because of its location in the runway safety area and the runway object free area. We have included it within the first five years. There has not been a solid choice for where the site will be relocated. There are also some power poles that need to be relocated for obstruction purposes.
 - iii. As far as creating t-sheds, which is basically just a shaded ramp parking space, we looked into that and it turns out it is way too expensive. We are now proposing to build t-hangars over the North East tie-downs.
 - iv. The County owned t-hangars behind Epps, we are looking at a refurbishing and replacing those hangars in the near term.
 - v. In the center of the airfield, there is an ongoing project to remove pavement that is creating hazards and installing pavement to remedy that issue.
 - vi. The VOR is going to be shut down. We don't have an exact date, but we would like to in the near term, explore the idea of building hangars in that area. They would attach to runway 927 and the access is still to be determined.
 - vii. The Southwest quad development and the Dresden Drive streetscape improvements, these are all short-term projects.
- c. The following are six to 10 years or intermediate term proposed updates:
 - i. We are looking at additional hangar development on the East side, near Buford highway, as well as East side on the former approach and on runway 27. We are looking at building taxiway connectors to serve those areas.
 - ii. In the airport administration area, we want to rehab or overlay airport road. In the five to 10-year timeframe, we will make a decision, as far as what we are going to do with the admin building, as far as renovating or replacing it and building a parking back behind the air traffic control tower.
 - iii. On the north end by signature, we are looking at rehabilitating corsair and flightway drive.
- d. The following are 11 to 20 years or long-term proposed updates:



- i. Connecting the taxiway to the approach end of two right.
 - ii. Completing the full parallel taxiway to the primary runway.
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Intergovernmental Coordinating Committee (ICC) Meeting Minutes

The PDK Master Plan Intergovernmental Coordinating Committee met on Tuesday, March 26 at 10:00 AM at the Peachtree DeKalb Airport.

The Intergovernmental Committee (ICC)

The ICC will include planning and/or economic development staff from Brookhaven, Chamblee, Doraville, and Dunwoody as well as DeKalb County and the Atlanta Regional Commission.

ICC Meeting #2 Goals and Objectives:

- Inform committee of the results of the public involvement survey, T-Hangar survey, and committee meeting feedback
- Discuss Forecast Overview
- Review Master Plan Goals and Objectives
- Discuss PDK Overview – Land Use Compatibility

Members Present: Frank Chavez (Marta Representative), Shirlynn Browell (Brookhaven), Robert Patrick (Doraville), Kristen Gorham (Chamblee 2).

Members Absent: Al Wiggins (Chamblee 1), ARC Representative, Doraville 2 Representative, Dunwoody 1 Representative, Dunwoody 2 Representative, DeKalb County 2 Representative, DeKalb County 2, Dan Reuter, Parag Agrawal (DeKalb County 1), Linda Abaray (Brookhaven 2)

Others Present: Noise and Environmental Analyst Nate Schattner, Jim Duguay of Michael Baker, Fola Shelton of Michael Baker, Joseph Snyder of Michael Baker, Mackenna Perkins of Michael Baker, Erika Dorland of Smartegies, Regan Radakovich of Smartegies, and Mohammed Mohsin of Smartegies, Jamie Distro (CAC Committee).

ICC meeting began at 10:04 AM

- I. Erika Dorland from Smartegies welcomed the committee members to the second round of ICC's meeting.
- II. Erika Dorland identifies the following contents of the presentation:
 - a. Public Input Overview
 - b. Forecast Overview
 - c. PDK Overview & Open Discussion
 - d. Next Steps
- III. Erika Dorland reviewed the survey results from the public involvement survey on the following topics:
 - a. What Type of Airport User Are You?

- b. I most recently visited PDK, including restaurants and/or playground:
 - c. Do you view the PDK airport as a community asset?
 - d. Top Three Concerns
 - e. Heard about the master plan from:
 - f. How do you view the condition of the existing PDK facilities?
 - g. What could be improved at PDK?
 - h. Consider for the future
 - i. Where do you see the airport in 20 years?
 - j. What do you see as strengths of PDK Airport?
 - k. What do you see as the weaknesses of PDK Airport?
 - l. What do you see as unmet opportunities at PDK Airport?
- IV. Erika wraps up and identifies the purpose of T-hangar survey and invites Jim Duguay to review the survey results.
- V. Jim Duguay reviewed the T-hangar Waiting List Survey Results on the following topics:
- a. For the purposes of the hangar size planning, what size aircraft do you foresee housing?
 - b. If hangar space becomes available, which scenario is most likely?
 - c. If relocating from another airport, what is your primary reason for locating to PDK?
 - d. Please estimate the percentage of your departures from PDK that would fall into the following categories:
 - e. Additional Comments
- VI. Jim Duguay wraps up the T-hangar results and invites Erika to speak about the committee feedback.
- VII. Erika Dorland reviews the committee feedback as for what they see as the strengths, weaknesses, and opportunities.
- VIII. Erika Dorland wraps up the committee feedback and invites Jim Duguay to speak about the Master Plan Goals and Objectives.
- IX. Jim Duguay reviews the PDK Master Plan Goals and Objectives.
- X. Jim Duguay introduces the next section, the Forecast Overview and speaks about the following topics of the forecast:
- a. Top 20 Business Jet Airports
 - i. PDK is a busy business jet airport. These numbers vary month to month, however, PDK is normally close to one of the top 10 busiest business jet airports in the United States.
 - ii. These airports are the busy center of commerce in the United States.
 - iii. The term “Reliever” means that it is a general aviation only airport. The term “Primary” means that it is serving both general aviation and commercial service.
 - iv. PDK is the number 4 reliever in the country.
 - b. Top 25 Flight Plan Destination Airports
 - i. So, what are the top destinations for business jets flying out of PDK and any IFR (Instrument Flight Roles) activity?
 - 1. BHM

2. SSI
 3. TEB
 4. SAV
- ii. Most of PDK business travel is from the southeast region.
 - iii. Most of PDK's business travel is in the Southeast between points East of Mississippi.
- c. International Arrivals
 - i. PDK has arrivals as far as England, and France. They also have a lot of arrivals from Canada, the Bahamas, and the Caribbean.
 - d. International Departures
 - i. PDK sees more departures to Europe than arrivals. There are more departures going to South America and the Mexico region.
 - e. Historic Based Aircraft Levels 1990-2018
 - i. According to the chart, the dip is during the recession in 2008 which was very hard on general aviation. It has slowly been recovering since then.
 - ii. Less so is the single-engine aircraft. It has become very expensive due to cost of fuel and cost of aircraft.
 - f. Committee Member asked: Do you have any data on the movie studio business at the PDK airport?
 - i. Jim Duguay responds: There were a lot of studios at the PDK Airport during the time of the Super Bowl and airport staff will tell you that EPPS did signature a lease on the property to do movies. Beyond that, it is hard to track who is in what airplane as far as celebrities and production studios.
 - g. Total Annual Takeoffs and Landings 1990-2018
 - i. The airport in 1990 had a total of 250k takeoffs and landings.
 - ii. This past year was a total of 165k takeoffs and landings.
 - iii. Local operations have decreased significantly. These are touch and go's. These are flight school operations that have declined a lot.
 - h. Annual Jet Fuel Sales 2008-2017
 - i. In comparison to 2008, PDK pumped 3 million more gallons of jet fuel in 2016 despite having 30,000 less operations at the airport.
 - i. Historic Unemployment 2006-2018
 - i. One of the things that drives the forecast is the economy. When the economy is good, aviation is good.
 - ii. Unemployment is improving monthly.
 - iii. As long as the economy is good the airport will continue to grow at a similar rate to the economy.
 - j. Based Aircraft Forecasts 2018-2040
 - i. 355 aircrafts are based at the airport.
 - ii. With an additional 40-50 aircraft visiting the airport at one time, PDK routinely has over 400 aircraft on the field at one time.
 - k. Forecast of Operations by Aircraft Type

- i. By 2040, we expect the airport to have 218,797 operations broken down by piston, turboprop, jet, and helicopter. You can tell that jet growth factor is higher than the piston growth factor and that is based on national growth factors.
 - ii. Currently forecasting demand for 132 additional based aircraft for PDK airport. This assumes that the airport has space and capacity for the aircraft.
 - iii. The master plan will evaluate whether or not the airport has current capacity to hold the aircrafts or do additional facilities need to be added.
 - l. Based aircraft forecast 2018-2040
 - i. The airport recently did an audit and the airport has 355 base aircrafts.
 - ii. Anytime of the day there are roughly 50-60 additional aircrafts that are on business, visiting the airport.
 - m. Forecast of Operations by Aircraft Type
 - i. Assuming we go with the unrestricted forecast, we would use this number (235,000 operations) when updating noise and environmental impacts.
 - ii. When the noise model wants to know the number of takeoffs and landings that are projected at PDK in 20 years, these are the numbers we will put into the forecast.
- XI. Jim Duguay presents the PDK Overview section.
- XII. Jim Duguay specifies the purpose of this section for the ICC committee meeting is to present the three keys to land use compatibility. Jim continues to speak about the following topics:
- a. Land Use Compatibility, Airport Airspace
 - i. The FAA wants to know when a proposed structure might interfere with their airspace and then, after evaluation, they tell the airport if it will be an impact or not.
 - ii. The FAA exerts no control on land use for where the obstruction is built. The city or county is the decision maker on that.
 - iii. What we want to know is as planners, what can we do to help you understand the airport airspace and how can we prevent erection of cell phone towers, tall buildings, etc. that penetrate the air space.
 - b. Land Use Compatibility, Airport Noise Contours
 - i. We need to make aware to municipalities that we are aware of these noise contours. The airport purchased over 200 homes in the past to mitigate noise impacts and now homes are being constructed near these same areas.
 - ii. The airport wants to have knowledge of any proposals in these areas that they can then provide input regarding building standards to hopefully prevent future noise disruptions.
 - c. Land Use Compatibility, Runway Protection Zones (RPZ)
 - i. Area shows where there is a greater risk of aircraft crashes. The FAA has set specific guidelines to prevent congregations of people in such areas

and discourages buildings and structures, recreational land use, and uses that create congregation of people can be such as hospitals, schools, medical facilities, churches, residences, or any kind of commercial industrial activities that bring a high density of people into those runway protection zones.

ii. A lot of airports across the country have roads in existing RPZ's, but the FAA policy on it now is to avoid building new roads in RPZs.

d. Committee Member asked: How would they react with widening Dresden?

i. Jim Duguay answered: I don't see them having an issue with widening, it is more about new proposals for new roads to intersect in the areas.

XIII. Jim Duguay concludes the presentation and reviews the next steps of the next meeting. The next discussion will be about the facility requirements looking at all the facilities at the airport and coming up with recommendations for improvements, both airside and landside. Meeting number 4 will review the actual drawn out improvements on the airfield. The final meeting, we will publish the draft master plan and review it with all the committee and board of commissioners. We started this project in August 2018. We set out on a two-year schedule and we are still on plan to complete this project on time. The next round of committee meetings will be held in the June-July timeframe, with a public open house meeting held in the July timeframe.

XIV. Jim opened the floor for questions.

XV. Committee Member asked: In the survey, people said they did not want to see future construction or expansion. Did you guys go into an explanation of what that means because at the same time they want facilities upgraded, commerce to be increased, and new hangars?

i. Erika Dorland responded: These were open ended questions. From looking at the feedback, it seemed like they did not want the airport to increase its footprint. It was not so much about improving the space that was already there.

XVI. Erika Dorland makes an announcement about the sign in sheet and the optional sharing of emails.

The ICC Committee meeting was dismissed at 10:48 AM.



Intergovernmental Coordinating Committee (ICC) and Technical Advisory Committee (TAC) Meeting Minutes

The PDK Master Plan Intergovernmental Coordinating Committee and Technical Advisory Committee met virtually on Tuesday, July 28 at 11:00 AM.

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The ICC includes planning and/or economic development staff from Brookhaven, Chamblee, Doraville, and Dunwoody as well as DeKalb County and the Atlanta Regional Commission.

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The TAC is comprised of airport users with substantial knowledge of technical aspects of the airport. Members are appointed by airport management and will include corporate pilots, flights schools, PDK - Airport Association, FBOs, airport leaseholders, airport businesses, PDK Air Traffic Control Tower, National Business Aircraft Association, Aircraft Owners & Pilots Association, and tie down/t-hanger tenants. Staff from the FAA and the GDOT are also invited.

ICC & TAC Meeting #5 Goals and Objectives:

- Review Impacts of COVID-19 on Aviation
- Review Impacts of COVID-19 on PDK Operations
- Review Environmental Considerations
- Discuss Proposed Master Plan Improvements & Phasing Plan

ICC Members Present: Linda Abaray (Brookhaven 2), Dan Reuter (FAICP)

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Others Present: Airport Director Mario Evans, Korey Barnes of PDK, Jim Duguay of Michael Baker, Joseph Snyder of Michael Baker, Fola Shelton of Michael Baker, Mackenna Perkins of Michael Baker, Donya Edler of Smartegies and Regan Radakovich of Smartegies.



The ICC meeting began at 11:05 AM.

- I. Mario Evans from PDK Airport welcomed the committee to the final committee meeting.
- II. Donya Edler from Smartegies reviewed the housekeeping rules and guidelines of the meeting.
- III. Jim Duguay begins the presentation by identifying that we are currently in the second half of the master plan process and nearing completion. We are currently doing active stakeholder engagement, including presenting information to the technical committees and the citizens advisory committee. We also presented to the airport advisory board a couple of weeks ago. And on August 4th, we will be presenting a lot of this similar information to the board of commissioners. We are working on our implementation plan, fine tuning our development options, and preparing final deliverables. We do not have an exact date when we will be completed, but we are hoping to be done by the end of this year.
- IV. Next, we wanted to update everybody on how COVID-19 has impacted aviation and provide some of the national trends we are seeing. We are then going to have Korey Barnes from PDK Airport talk through local trends.
 - a. Nationally, in terms of airline traffic, which as you know, PDK does not have any scheduled commercial service, but for perspective, airline traffic is down about 70% from pre-COVID levels. It is recovering very slowly. Some experts say it is going to take probably three years before airline traffic gets to its pre-COVID levels.
 - b. Certain airlines will not be able to recover as well as others and we will probably see some fleet changes with types of aircraft that they use. They will more than likely retire older model aircraft, since there are less passenger passengers to serve.
 - c. [Reviewing slide number 7]. This is a comparison of commercial flights from a recent snapshot of June. On the left is the number of daily airline flights versus the right of what it was a year ago. As you can see there's been a significant decrease in airline traffic nationally.
 - d. Business aviation on the other hand has rebounded compared to pre-COVID levels. [Reviewing slide number 8]. The chart on the top is a comparison of 2019 operations and chart of the graph on the bottom is 2020 operations. As you can see there is a trend line going back up to where the operations were year after year. As of June 14th, we are only down by about 12% from June of last year.



- e. [Reviewing slide number 9]. This is a comparison of business flights; on the left is 2020 and on the right is 2019. You can see the numbers are starting to rebound to pre-COVID levels. In terms of sectors of general aviation:
 - i. Business jet ops were down originally 70%, and now they are down about 30%;
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 - v. These are the national numbers, not PDK's numbers.
- V. Jim invites Korey Barnes to present comparative operations that PDK has seen during the COVID-19 pandemic. Korey begins to review the impact of COVID-19 on PDK operations.
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 - b. [Reviewing slides 13-22]. Reviewing month by month, in March, we saw a 24% decrease from March 2019, which we are going to take as our normal operation. Itinerant was down 33%. The local operations were down, and our curfew ops were down 15%. The line graph shows how the operation starts to decline. We have a linear trend line to show how 2020 compared to 2019 and has decreased overall. April was our hardest hit compared to 2019; we had a 56% decrease in operations; itinerant and local both down by 50% and 60% respectfully. And the curfew ops took a significant hit down 42%. And as I previously stated, the medivac flights made up a majority of those curfew flights. And again, there is the graph showing our April operations from 2019 and April 2020. You can see towards the tail end of April we started to kind of recover just a little bit into May. And May, while we were still down 25%, itinerant was down 28% and local ops were down 17%, but they were starting to slowly increase, as I said before. And again, the graph shows the operations compared to each other. And the trend of 2020 continuing to increase. Showing May compared to April 2020. April was our hardest hit month, you can see in May we were up 94% in our operations, itinerant traffic, which is most of our corporate and jet traffic was up 68%, and our local and including those flight schools were up 193%, and our curfew ops are backup 30%. And the trend line there for May 2020, you can see it is continuing to rise closer to what we consider as normal. We are still



experiencing an increase back to what we consider normal. June was 12% higher and our operations compared to May itinerant was up 7%. And as Jim said for the national piston traffic, which is a lot of our local traffic, it has fully recovered and is back up 21%. This June total operation is still 6% lower than what we consider to be normal operation. The local traffic and our curfew traffic is up 10% compared to June 2019. So, as Jim said, it has fully recovered. And again, there's that graph just to show you how Maine compare to one another.

- VI. Jim thanks Corey and reviews why general aviation has recovered much faster during the COVID-19 pandemic.
 - a. Drawing some conclusions on why general aviation is recovering much faster than commercial scheduled airline traffic:
 - i. companies that have corporate travel bans but have access to corporate aviation are allowed to travel much easier with them. Most corporate aircraft only carry a small number of people.
 - ii. general aviation terminals do not have areas of crowded public spaces.
 - iii. there is not just corporate travel in the general aviation, there are a number of uses that really have no impact from COVID-19, such as medivac, cargo delivery, public safety functions, various patrols, survey work, firefighting, etc. Those operations are continuing.
 - iv. and that's why you see general aviation operations, such as turboprops, pistons, and helicopters fully recovered.
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 - a. We are going to review how the plan and environmental considerations work together during creating the plan. Any projects that we propose in the master plan that include federal funding have to follow what's called the National Environmental Protection Act (NEPA). This law was passed in 1970 and it requires that all federally funded projects to have a form of environmental review in accordance with that law. At airports, these are the categories of environmental review:
 - i. There is a CATEX, which is short for categorical exclusion. There are a number of projects that are small in scale or just administrative type projects that require very little environmental consideration, but they still have to be documented.



- ii. CATEX checklists is where one or two environmental categories are likely show some signs of impact. And so that is more of a CATEX with some specialized studies in certain areas where we know there might be impact.
- iii. One of the most common categories of environmental considerations is an environmental assessment. Those are done for larger projects, such as a runway extension. That environmental assessment involves a full analysis of the range of alternatives that could be done or should be evaluated for that project before it's cleared environmentally. And normally this falls through all the NEPA categories at some level and those are provided to the decision makers to evaluate projects that include federal funding. Oftentimes there is also opportunities for public reviews, such as the public open house and also consultation with regulatory agencies, such as the EPA state EPD, and historic preservation office.
- iv. When one of these forms of reviews is submitted, in the case of Georgia, it is submitted to GDOT on behalf of the FAA. The outcome where no significant impact is found is called a FONSI. If that is not found then the airport will continue an EA and perform further investigation on whatever impacts are concerned, create mitigation plans, or change the direction of the project to mitigate potential impacts.
- v. The environmental impact statement is a very large form of environmental review, which is only used for very large projects, such as building a brand-new commercial airport.
- b. [Reviewing slide number 28]. These are the categories that in an environmental review, the airport has to evaluate. These are part of NEPA; air quality cleaning, such as historical resources, biological resources, impact to plants, endangered species, impacts to water resources, such as wetlands, noise, and changes to land use. Every project that is recommended in the master plan is going to receive federal funding and will be reviewed in these categories before they can be implemented.
- c. That is one thing that is important for everyone to understand what a master plan actually is. When the master plan is submitted to GDOT and FAA for approval, once the plan is approved it is called a conditionally approved plan. This means that the airport doesn't have cobordance to just do everything that's on the map master plan. They still have to go through environmental reviews or some of those things that I discussed previously. So normally when we submit what's called the airport layout plan, which is the blueprint of the airport for approval, the approval the airport gets back, says "these developments are found to be within the FAA safety and design standards, and we agree with the



efficiency of these improvements.” And then it will say this ALP is “conditionally” approved based on following the requirements of NEPA.

- d. I think the important point here, is that once the airport master plan is submitted and complete, there is still work to do on the environmental side before a project can be implemented.

VIII. Jim introduces the next section: Summary of Proposed Master Plan Improvements & Phasing Plan. Reviewing the separate phasing plan document, Jim addresses the following points:

- a. Our proposed improvements in the master plan have been put into four different timeframes. The first is zero to five, second as six to 10, and the third is 11 to 20. Opportunistic means, we are not sure when that will happen.
- b. The following are zero to five years or short-term proposed updates:
 - i. Approach lighting system. We are proposing to add five separate lights to the end of the existing approach lighting system. This will allow potentially lower minimums at the airport and improve safety during IFR conditions.
 - ii. Relocating the county sanitation site is a high priority because of its location in the runway safety area and the runway object free area. We have included it within the first five years. There has not been a solid choice for where the site will be relocated. There are also some power poles that need to be relocated for obstruction purposes.
 - iii. As far as creating t-sheds, which is basically just a shaded ramp parking space, we looked into that and it turns out it is way too expensive. We are now proposing to build t-hangars over the North East tie-downs.
 - iv. The County owned t-hangars behind Epps, we are looking at a refurbishing and replacing those hangars in the near term.
 - v. In the center of the airfield, there is an ongoing project to remove pavement that is creating hazards and installing pavement to remedy that issue.
 - vi. The VOR is going to be shut down. We don't have an exact date, but we would like to in the near term, explore the idea of building hangars in that area. They would attach to runway 927 and the access is still to be determined.
 - vii. The Southwest quad development and the Dresden Drive streetscape improvements, these are all short-term projects.
- c. The following are six to 10 years or intermediate term proposed updates:
 - i. We are looking at additional hangar development on the East side, near Buford highway, as well as East side on the former approach and on runway 27. We are looking at building taxiway connectors to serve those areas.



- ii. In the airport administration area, we want to rehab or overlay airport road. In the five to 10-year timeframe, we will make a decision, as far as what we are going to do with the admin building, as far as renovating or replacing it and building a parking back behind the air traffic control tower.
 - iii. On the north end by signature, we are looking at rehabilitating corsair and flightway drive.
 - d. The following are 11 to 20 years or long-term proposed updates:
 - i. Connecting the taxiway to the approach end of two right.
 - ii. Completing the full parallel taxiway to the primary runway.
 - iii. One thing that is still being considered is potentially relocating the tie-downs that are in front of the park. The first row of tie-downs is in the actual object free area. There has been some input from the community as far as not wanting airplane exhaust pointed into the park. One idea is to move them to the North along sixth street. Environmentally, however, you are just moving airplane exhaust from one place to another because there are businesses over there, but it is not a park at least. And also, you'd have to consider that these tie-downs are used by flight schools and now where would their classroom facilities be.
 - e. The following are opportunistic projects:
 - i. This merger area is where the potential museum is going to be. It will come in off of Buford highway. It is definitely a speculative project and we have it shown so we can save some room, if that happens.
 - f. Jim reviews the cost of the various proposed improvements. Costs are displayed for both airside and landside.
- IX. Jim address upcoming steps:
 - a. Draft technical report and airport layout plan.
 - b. BOC update.
 - c. Public workshop.
 - d. BOC/GDOT/FAA review and approval.
 - e. Be on the lookout for meeting materials and meeting minutes that will be uploaded to the website.
- X. Question from committee member: Will we be able to copy of the map on the PDK website?
 - a. Jim answers yes, the phasing plan along with the presentation and meeting minutes will be posted on the website.
- XI. Question from committee member: Is it possible to provide greater support for aviation museum and documents, including possible costs, funding or operations, including museum information may provide the opportunity for you to in the plan documents as a basis for public funds, as well as foundations, etc.?



- a. Jim answers that generally it is difficult to use public funds for an aviation museum.
- b. Mario answers the Inspire Foundation is responsible for the planning and funding of that museum. We as the airport support the museum and think it is a great idea for the community. The airport in all interests of, the school board, the Dekalb visitors Bureau, who are all on board of creating an event organized space. It is not just a museum. I don't want people to think it is just a museum where things come to die. It will be an active event space, that can and will house the museum. It will have educational components, as the school board would use it as a STEM location for kids to learn about aviation space. There will be a convention hall, if you will, where you can house up towards 25,000 square feet for conventions and utilize as well as meeting spaces, for business owners that will like to rent rooms and so forth.

The ICC meeting was dismissed at 11:48 AM.



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ICC Members Absent: Parag Agrawal (DeKalb County 1), Shirlynn Browell (Brookhaven 1), Al Wiggins (Chamblee 1), Catherine Lee (Chamblee 2), Robert Patrick (Doraville 1), Enrique Bascunana (Doraville 2), Bryan Hobbs (Marta), Larry King

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 - ii. CATEX checklists is where one or two environmental categories are likely show some signs of impact. And so that is more of a CATEX with some specialized studies in certain areas where we know there might be impact.
 - iii. One of the most common categories of environmental considerations is an environmental assessment. Those are done for larger projects, such as a runway extension. That environmental assessment involves a full analysis of the range of alternatives that could be done or should be evaluated for that project before it's cleared environmentally. And normally this falls through all the NEPA categories at some level and those are provided to the decision makers to evaluate projects that include federal funding. Oftentimes there is also opportunities for public reviews, such as the public open house and also consultation with regulatory agencies, such as the EPA state EPD, and historic preservation office.
 - iv. When one of these forms of reviews is submitted, in the case of Georgia, it is submitted to GDOT on behalf of the FAA. The outcome where no significant impact is found is called a FONSI. If that is not found then the airport will continue an EA and perform further investigation on whatever impacts are concerned, create mitigation plans, or change the direction of the project to mitigate potential impacts.
 - v. The environmental impact statement is a very large form of environmental review, which is only used for very large projects, such as building a brand-new commercial airport.
- b. [Reviewing slide number 28]. These are the categories that in an environmental review, the airport has to evaluate. These are part of NEPA; air quality cleaning, such as historical resources, biological resources, impact to plants, endangered species, impacts to water resources, such as wetlands, noise, and changes to land use. Every project that is recommended in the master plan is going to receive federal funding and will be reviewed in these categories before they can be implemented.
- c. That is one thing that is important for everyone to understand what a master plan actually is. When the master plan is submitted to GDOT and FAA for approval, once the plan is approved it is called a conditionally approved plan. This means that the airport doesn't have cobordance to just do everything that's on the map master plan. They still have to go through environmental reviews or



some of those things that I discussed previously. So normally when we submit what's called the airport layout plan, which is the blueprint of the airport for approval, the approval the airport gets back, says "these developments are found to be within the FAA safety and design standards, and we agree with the efficiency of these improvements." And then it will say this ALP is "conditionally" approved based on following the requirements of NEPA.

- d. I think the important point here, is that once the airport master plan is submitted and complete, there is still work to do on the environmental side before a project can be implemented.

VIII. Jim introduces the next section: Summary of Proposed Master Plan Improvements & Phasing Plan. Reviewing the separate phasing plan document, Jim addresses the following points:

- a. Our proposed improvements in the master plan have been put into four different timeframes. The first is zero to five, second as six to 10, and the third is 11 to 20. Opportunistic means, we are not sure when that will happen.
- b. The following are zero to five years or short-term proposed updates:
 - i. Approach lighting system. We are proposing to add five separate lights to the end of the existing approach lighting system. This will allow potentially lower minimums at the airport and improve safety during IFR conditions.
 - ii. Relocating the county sanitation site is a high priority because of its location in the runway safety area and the runway object free area. We have included it within the first five years. There has not been a solid choice for where the site will be relocated. There are also some power poles that need to be relocated for obstruction purposes.
 - iii. As far as creating t-sheds, which is basically just a shaded ramp parking space, we looked into that and it turns out it is way too expensive. We are now proposing to build t-hangars over the North East tie-downs.
 - iv. The County owned t-hangars behind Epps, we are looking at a refurbishing and replacing those hangars in the near term.
 - v. In the center of the airfield, there is an ongoing project to remove pavement that is creating hazards and installing pavement to remedy that issue.
 - vi. The VOR is going to be shut down. We don't have an exact date, but we would like to in the near term, explore the idea of building hangars in that area. They would attach to runway 927 and the access is still to be determined.
 - vii. The Southwest quad development and the Dresden Drive streetscape improvements, these are all short-term projects.
- c. The following are six to 10 years or intermediate term proposed updates:












- i. We are looking at additional hangar development on the East side, near Buford highway, as well as East side on the former approach and on runway 27. We are looking at building taxiway connectors to serve those areas.
 - ii. In the airport administration area, we want to rehab or overlay airport road. In the five to 10-year timeframe, we will make a decision, as far as what we are going to do with the admin building, as far as renovating or replacing it and building a parking back behind the air traffic control tower.
 - iii. On the north end by signature, we are looking at rehabilitating corsair and flightway drive.
 - d. The following are 11 to 20 years or long-term proposed updates:
 - i. Connecting the taxiway to the approach end of two right.
 - ii. Completing the full parallel taxiway to the primary runway.
 - iii. One thing that is still being considered is potentially relocating the tie-downs that are in front of the park. The first row of tie-downs is in the actual object free area. There has been some input from the community as far as not wanting airplane exhaust pointed into the park. One idea is to move them to the North along sixth street. Environmentally, however, you are just moving airplane exhaust from one place to another because there are businesses over there, but it is not a park at least. And also, you'd have to consider that these tie-downs are used by flight schools and now where would their classroom facilities be.
 - e. The following are opportunistic projects:
 - i. This merger area is where the potential museum is going to be. It will come in off of Buford highway. It is definitely a speculative project and we have it shown so we can save some room, if that happens.
 - f. Jim reviews the cost of the various proposed improvements. Costs are displayed for both airside and landside.
- IX. Jim address upcoming steps:
 - a. Draft technical report and airport layout plan.
 - b. BOC update.
 - c. Public workshop.
 - d. BOC/GDOT/FAA review and approval.
 - e. Be on the lookout for meeting materials and meeting minutes that will be uploaded to the website.
- X. Question from committee member: Will we be able to copy of the map on the PDK website?
 - a. Jim answers yes, the phasing plan along with the presentation and meeting minutes will be posted on the website.



- XI. Question from committee member: Is it possible to provide greater support for aviation museum and documents, including possible costs, funding or operations, including museum information may provide the opportunity for you to in the plan documents as a basis for public funds, as well as foundations, etc.?
- a. Jim answers that generally it is difficult to use public funds for an aviation museum.
 - b. Mario answers the Inspire Foundation is responsible for the planning and funding of that museum. We as the airport support the museum and think it is a great idea for the community. The airport in all interests of, the school board, the Dekalb visitors Bureau, who are all on board of creating an event organized space. It is not just a museum. I don't want people to think it is just a museum where things come to die. It will be an active event space, that can and will house the museum. It will have educational components, as the school board would use it as a STEM location for kids to learn about aviation space. There will be a convention hall, if you will, where you can house up towards 25,000 square feet for conventions and utilize as well as meeting spaces, for business owners that will like to rent rooms and so forth.

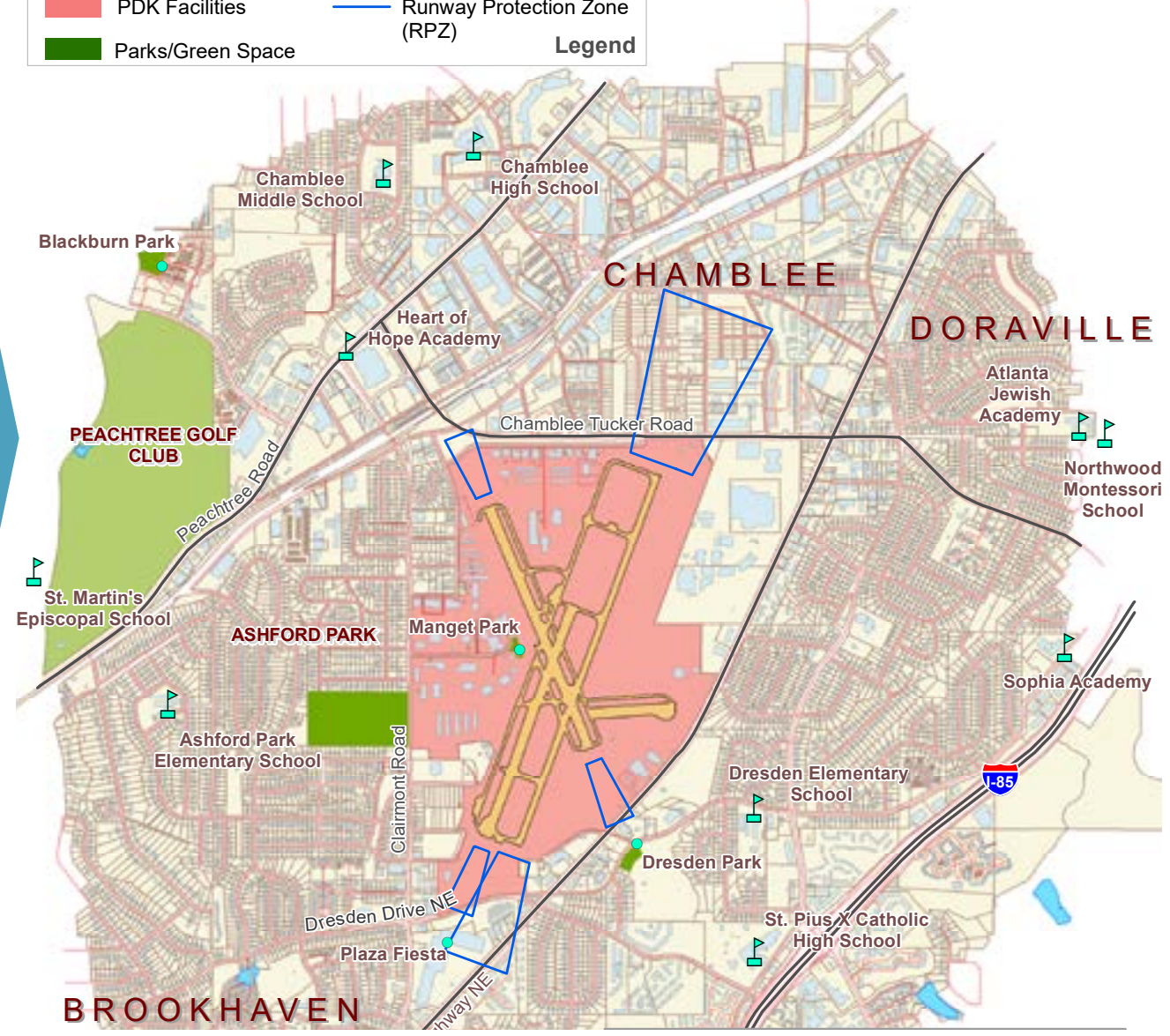
The ICC meeting was dismissed at 11:48 AM.

	Runway and Taxiway		Waterways
	Buildings		Local Street
	Parcels		Major Roads
	PDK Facilities		Runway Protection Zone (RPZ)
	Parks/Green Space		

Legend



Study Area



DeKalb Peachtree Airport *2040 Master Plan*

**Presented to:
Intergovernmental Coordinating Committee (ICC)**

November 8, 2018



Objectives for today's meeting

- ▶ PDK **Airport overview**
- ▶ Review the **master planning process**
- ▶ Review **ICC goals** & objectives
- ▶ Review **Rules and Meeting Format**
- ▶ **Q&A**



About PDK Airport



About PDK Airport

- ▶ Constructed in 1941
- ▶ Former Atlanta Naval Air Station
- ▶ Within the City Limits of Chamblee
- ▶ NBAA – Top 10 Most Important GA Airport in US



About PDK Airport

- ▶ 409 Based Aircraft
- ▶ 140,000 Annual Operations
- ▶ 762 Aviation-Related Jobs
- ▶ Georgia's Busiest General Aviation Airport





Why is PDK doing a Master Plan now?

What is an Airport Master Plan?

- ▶ A process to **plan for the development goals** of the airport
- ▶ A facility planning study that sets forth a **conceptual framework** for possible future airport development

The Master Planning Process

Phase 1 – Airport Visioning



Phase 2 – Master Plan



Public Involvement

The Master Planning Process










- ▶ Modernization of Physical Facilities
- ▶ Development Guide, including Timing and Costs
- ▶ Considers Adjacent Land Uses and Environmental Issues
- ▶ Display of Plan in Graphical and Written Form

The Master Planning Process

- ▶ Changes in FAA Airport Design Guidance
- ▶ Airspace and Land Use Compatibility
- ▶ Optimize Land Utilization
- ▶ Maximize Revenue Opportunities
- ▶ Sustainable Solutions for the Future

The Master Planning Process

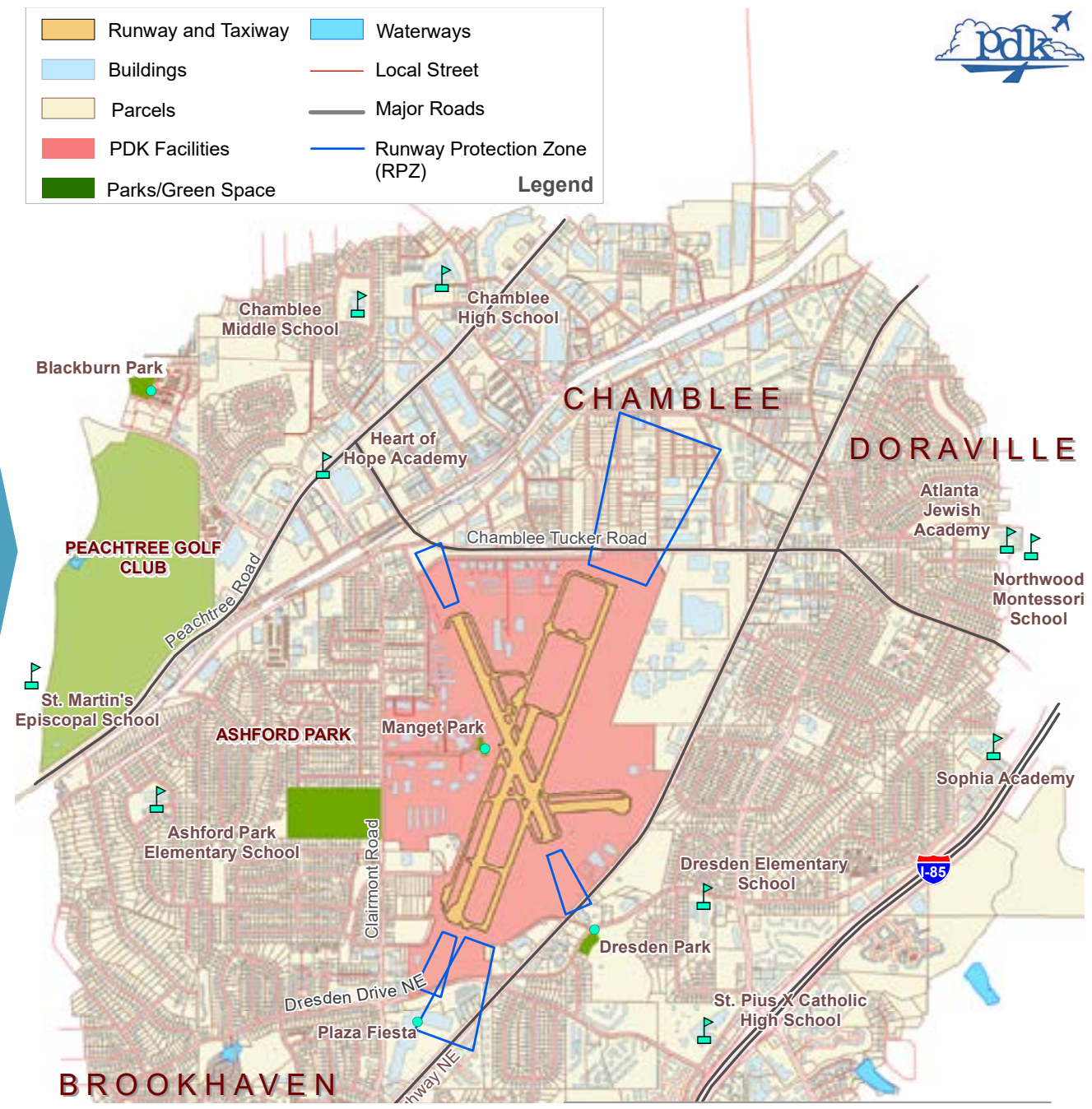
- ▶ Prepared Utilized FAA Standards and Guidelines
- ▶ Positions Airport to Compete for State/
Federal Funds
- ▶ Public Involvement Program

	Runway and Taxiway		Waterways
	Buildings		Local Street
	Parcels		Major Roads
	PDK Facilities		Runway Protection Zone (RPZ)
	Parks/Green Space		

Legend



Study Area



Airport Facility Inspection

▶ **Airfield**

- ▶ Pavement Condition
- ▶ Navigational Aids
- ▶ Signage and Markings
- ▶ Electrical Systems
- ▶ Grading and Drainage
- ▶ Taxiway Geometry
- ▶ Safety Areas
- ▶ Obstruction/Hazard Removal

Airport Facility Inspection

▶ **Landslide Facilities**

- ▶ Aircraft Storage Facilities
- ▶ FBO Terminals
- ▶ Ramp and Tie Down Space
- ▶ Security and Fencing
- ▶ Surface Access and Automobile Parking

▶ **Support Facilities**

- ▶ Airport Maintenance
- ▶ Airport Security
- ▶ Airport Fire Station

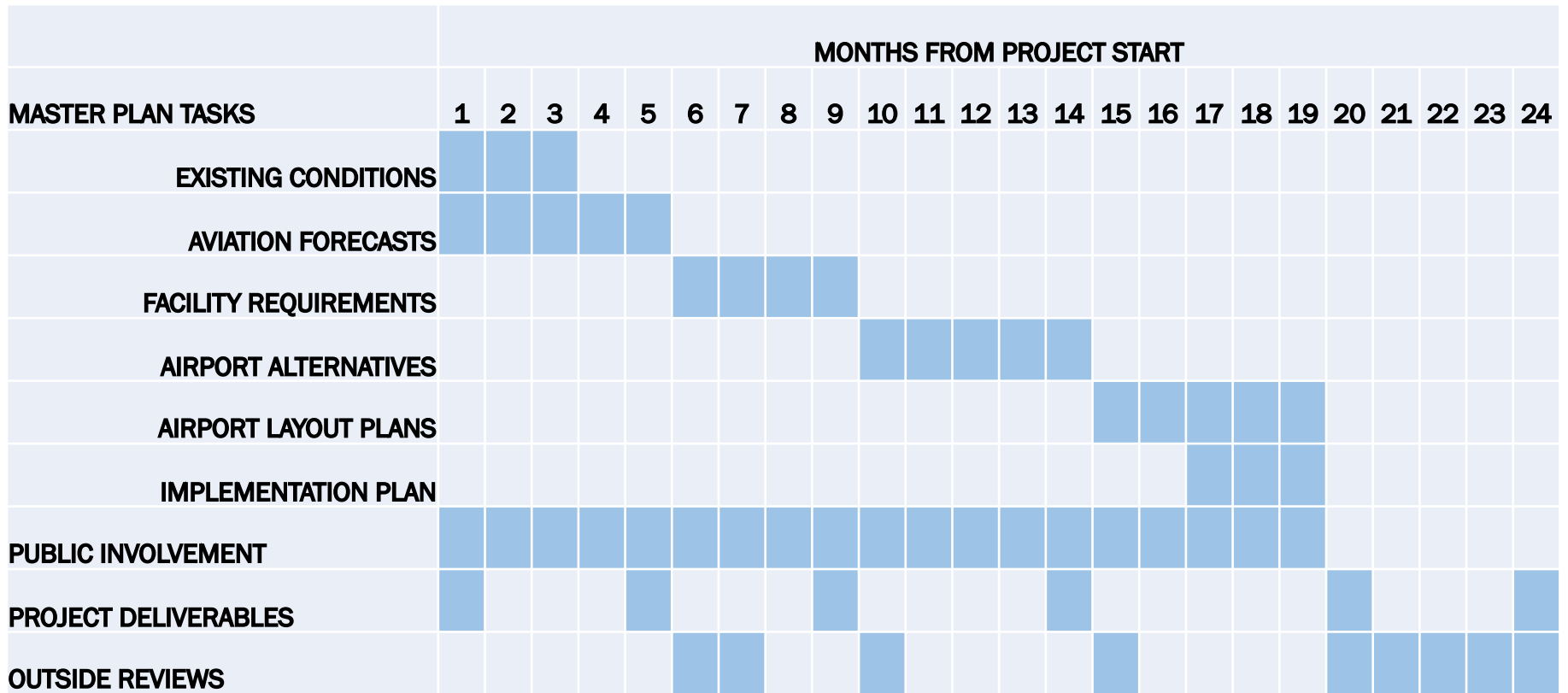
Airport Facility Inspection

▶ **Environmental Considerations Inventory**

- ▶ Air Quality
- ▶ Noise
- ▶ Cultural Resources
- ▶ Section 4(f) and 6(f) Properties
- ▶ Wetlands, Streams and Rivers
- ▶ Floodplains
- ▶ Threatened and Endangered Species
- ▶ Hazardous Materials and Waste Sites

Forecasts for Aeronautical Activity

- ▶ Determination – 20 Year Projection
- ▶ Reviews Local, Regional National Trends
- ▶ Forecasts:
 - ▶ Based Aircraft
 - ▶ Annual Operations
 - ▶ Fleet Mix
- ▶ Critical Aircraft
 - ▶ Most demanding design group aircraft



Project Timeline



Purpose for Public Involvement

- ▶ **Educate, inform, and listen** to stakeholders early and often.
- ▶ Convey **goals, timelines, and information** on a regular basis.
- ▶ Be responsive to the public's request for information and on-going involvement.



Public Involvement Program



Intergovernmental Coordinating Committee

The ICC will include **planning and/or economic development staff** from Brookhaven, Chamblee, Doraville, and Dunwoody as well as DeKalb County and the Atlanta Regional Commission.



- ▶ **Honest** feedback
- ▶ **Respect** for others
- ▶ **Attend** all meetings
- ▶ **Promote** the master plan project

What We Need from You

- ▶ Keep an **open mind**
- ▶ Be **collaborative**
- ▶ **Share** the air
- ▶ Be **present & participate**

Ground Rules for Committee Participation

- ▶ **Share pdkmasterplan.com** with your friends, family, neighbors & coworkers
- ▶ Encourage them to **take the survey**
- ▶ **Sign up** for our mailing list
- ▶ Attend the **public workshop – Nov. 15**

How You can help – Sharing is Caring



Q & A

On the Master Planning Process

Let's Discuss PDK...

1. What could be improved?
2. What is your vision for the airport in 20 years?
3. What do you see as strengths?
4. What do you see as weaknesses?
5. What do you see as unmet opportunities?

Next Steps

COMMITTEE MEETING #2

- We will share the collective prioritized goals, visions, and ideas garnered from all committees, surveys & public input.
- We will present a 20-Year Forecast of Aviation Activity at PDK.

Anticipated Meeting Date Q1 2019

Next Steps

COMMITTEE MEETING #3

- We will discuss facility requirements that will help PDK meet anticipated future needs and desires.

Anticipated Meeting Date Q2 2019

Next Steps

COMMITTEE MEETING #4

- Discussion around ideas that will help PDK meet the needs and desires for the future.

Anticipated Meeting Date Q3 2019

Next Steps

COMMITTEE MEETING #5

- We will present the final Master Plan document.

Anticipated Meeting Date Q4 2019



Thank You





Intergovernmental Coordinating Committee (ICC) Meeting Minutes

The PDK Master Plan Intergovernmental Coordinating Committee met on Thursday, November 8, 2018 at 1:00 PM at the Chamblee Public Library.

The Intergovernmental Committee (ICC)

The ICC will include planning and/or economic development staff from Brookhaven, Chamblee, Doraville, and Dunwoody as well as DeKalb County and the Atlanta Regional Commission.

ICC Meeting #1 Goals and Objectives:

- Inform committee of master planning process
- Define roles and responsibilities
- Begin discussion of vision for PDK master plan

Members Present: Dan Reuter, Catherine Lee (Chamblee 2), Parag Agrawal (DeKalb County 1), Shirlynn Browell (Brookhaven), Robert Patrick (Doraville 1), Linda Abaray (Brookhaven 2)

Members Absent: Al Wiggins (Chamblee 1), ARC Representative, Doraville 2 Representative, Dunwoody 1 Representative, Dunwoody 2 Representative, DeKalb County 2 Representative, DeKalb County 2, Marta Representative

Others Present: Deputy Airport Director Marshall Taggart, Noise and Environmental Analyst Nate Schattner, Jim Duguay of Michael Baker, Fola Shelton of Michael Baker, Katie Cash of Smartegies, Erika Dorland of Smartegies, and Regan Radakovich of Smartegies.

The ICC meeting began at 1:00 PM.

- I. Marshall Taggart from PDK Airport welcomed the committee to the meeting and introduced himself and others present from the PDK Airport team.
- II. Katie Cash from Smartegies introduced herself and explained the purpose of today's meeting: inform the committee of master planning process, define roles and responsibilities, and begin discussion of vision for PDK master plan.
- III. Jim Duguay from Michael Baker International informed the committee of his role on the project and spoke about the following topics:
 - a. Objectives for today's meeting
 - b. About PDK Airport
 - c. What is an Airport Master Plan?
 - d. The Master Planning Process
 - e. Study Area Map
 - f. Airport Facility Inspection
 - g. Forecasts for Aeronautical Activity



- h. Project Timeline
- IV. Katie Cash spoke about the following topics:
 - a. Purpose of Public Involvement
 - b. Public Involvement Program
 - c. Citizens Advisory Committee
 - d. Technical Advisory Committee
 - e. Intergovernmental Coordinating Committee
 - f. Airport Advisory Board
 - g. What We Need From You
 - h. Ground Rules for Committee Participation
 - i. How You Can Help – Sharing is Caring

Opened the floor for questions:

Let's Discuss PDK....

Collect feedback on the following items from the committee members. Will share collective feedback from all committees at next meeting.

- V. What could be improved?
 - a. Shared a few written by committee members – better communication with the community about things happening at the airport, more events, better parking
 - b. Jim stated that he agrees there could more events hosted at the airport. He also stated that parking has been a theme with what people would like to see improved and that parking will definitely be something that will be improved in the master plan.
 - c. Katie stated that there is a 10-year waitlist to be able to base your aircraft at PDK.
- VI. What is your vision for the airport in 20 years?
 - d. Shared a few written by committee members – become a transformative engine for the area to provide more business, community interaction, high amenity to attract people, cleaner air quality and less noise, provide more opportunities to grow the area
- VII. What do you see as strengths?
 - e. Shared a few written by committee members – location, proximity to the highway and Marta, provides jobs to the area, regional attention, small but functional
- VIII. What do you see as weaknesses?
 - f. Shared a few written by committee members – eye sore, not attractive, no sense of arrival, better community interaction, partnering with local community, more modern facilities, air quality and noise



- g. Katie asked group to elaborate more on the perception of air quality and noise.
 - i. Committee member stated that he lives right in the flight path of PDK and right near where the crash was a couple years ago. He said he knew that he was buying a house right by the airport, so he what he was buying in to, but that it does seem the planes fly lower now than they used to. Residents do complain a lot about the noise and air quality, especially in the North east neighborhood. And when they do complain I do remind them that they all knew what they were buying in to.
 - ii. Nate spoke about how the PDK Airport handles noise in various ways. There are a lot of constrictions on what they can and cannot do. Other airports like in California have other restrictive themes that they can do. In 1990, Congress passed a law called the 1990 Airport Noise and Capacity Act that severely constricted what airports could do on a local level to address noise levels. There used to be really loud jets called stage 1 and stage 2, but now there can't be any of those aircrafts, it has to be at least a stage 3. Because there were so many different restrictions at different airports the FAA wanted a more unified policy that is why that kind of clamped down on it. Only airports that were grandfathered in before that time can have more restrictive measures, but we try and work with what we can. One our big programs is an involuntary curfew program that runs from 11:00 PM – 6:00 PM daily and because the airport is 12 interstate commerce, we can't force aircraft to not come in during that that time. We can't control during surgent times, such as the super bowl or NCAA tournament. A lot of times during the involuntary curfew hours, we get a lot of medivac or medical flights that transport tissues, blood, pharmaceuticals make at least half of the involuntary curfew flights. The other half that is not medivac we keep track of and send a warning letter to inform them of the disturbance they are causing the community. We also have 4 noise monitors around the airport and can monitor the noise levels in those areas and see if the aircrafts exceed a certain level of noise and then would send out another letter to those aircrafts that exceeded the level. The airport is looking to add more noise monitors, and there is currently an RFP out to do so.
 - iii. Nate also spoke about how PDK approaches air quality control. There was a recent study done by Emory University that can be found on the website on the What's New tab on pdkairport.org. It is a very



extensive study, it evaluates the airport and compares it to other airport studies and existing studies of the surrounding area. The study found that PDK wasn't contributing to the metro Atlanta area beyond what is already there and there are already environmental stances that the city of Atlanta is already in violation on, but once you factor in all of the other contributors of air quality what PDK contributes is really negligible.

IX. What do you see as unmet opportunities?

- h. Shared a few written by committee members – more community communication, general public use facilities, education tie in, more restaurants, knowledge of commercial flights
 - i. Jim explained that the airport is a general aviation airport and does not plan to become the next Hartsfield Jackson. Delta has invested a lot of their money into facilities at Hartsfield Jackson and does not want any competitors. PDK is happy being who they are and just want to be better at it and serve as a general aviation airport. They still have commercial activity, just not scheduled commercial flights. The intent of this master plan is not to be turned into a commercial airport. General aviation airports include everything but commercial and military operations (flight training, flight schools, news stations, corporate jets, charter departments such net jets, jet links, law enforcement).
- i. Committee Member asked where does the airport get their staff to fix airplanes and where do they do maintenance on the aircrafts?
- j. Marshall answered that the maintenance shops are all on airport property and connected to hangars. There is a total of 142, located on various parts of the property, mostly north west and south west regions. Not really sure exactly where the talent and staff come from to run the maintenance shops. They come from various mechanic schools in the area.
- k. Committee Member asked with the increase of community events at the airport is there heightened security features?
- l. Marshall answered that yes, the aspect of branding and technology is something we talked about for the master plan, definitely making sure areas are patrolled and secure, ID badging for employees. We are not a 139-certificate applicant, like Hartsfield Jackson but we want to start implementing recognition from a color perspective from access control points and security fencing and cameras.

Open Discussion About Economic Development Experience/Feedback amongst the committee:



- X. Committee Member stated that they get a lot of request from the film industry and people are pleased that the airport is nearby. A lot of established companies are in Chamblee and utilize PDK.
- XI. Nate stated that there are 10 general aviation airports in Georgia. PDK is the most relevant one because of their proximity to Atlanta and the busiest one. Many companies have interest in the DeKalb County area, because of the access they have to PDK. Krystal has said that they chose to have their office in Dunwoody so that they could fly to their franchises in different locations. There are many businesses that have showed interest in housing their corporate jets.
- XII. Jim stated that the airport is often approached by large corporations to house their aircrafts there, but the airport is not able to accommodate. It is important for PDK to be able to support this type of demand. And that it also has a part in where the corporations choose to locate their headquarters.
- XIII. Committee Member stated the only complaint they have heard that there are no higher end hotels in the area near the airport and that they often have to travel to Buckhead.
- XIV. Committee Member asked is there a model airport that they are trying to model PDK around?
 - a. Jim answered no, not necessarily. They will look into trends of general aviation airports at other locations but will create the master plan around the visioning of specifically PDK.
- XV. Committee Member asked about commercial property located within the fence of the airport and whether or not the property is owned by the county or is privately owned?
 - a. Marshall answered that they have a ground lease for each of their tenants. After a certain amount of time, 30 years the lease is reverted back to the county.
 - b. Jim added that the business pays for the facilities under the ground lease and then after 30 years and reverts back to the county the lease is reevaluated, and negotiation happens in order to get a better deal on the lease. All of the airport grounds are county owned. The airport also owns land outside the fence.
- XVI. Katie Cash discussed the following topics:
 - a. Next Steps
 - b. Committee Meeting #2
 - c. Committee Meeting #3

The ICC meeting was dismissed at 2:00 PM.



Intergovernmental Coordinating Committee (ICC) Meeting Minutes

The PDK Master Plan Intergovernmental Coordinating Committee met on Thursday, July 11, 2019 at 10:00 AM at the DeKalb Peachtree Airport Admin Building, Room 227.

The Intergovernmental Committee (ICC)

The ICC includes planning and/or economic development staff from Brookhaven, Chamblee, Doraville, and Dunwoody as well as DeKalb County and the Atlanta Regional Commission.

ICC Meeting #3 Goals and Objectives:

- Review the Master Plan Process
- Review Facility Requirements Analysis

Members Present: Catherine Lee (Chamblee 2), Linda Abaray (Brookhaven 2), Tammy Hiles (Dunwoody)

Members Absent: Al Wiggins (Chamblee 1), ARC Representative, Doraville 2 Representative, Dunwoody 1 Representative, Dunwoody 2 Representative, DeKalb County 2 Representative, DeKalb County 2, Marta Representative, Dan Reuter, Robert Patrick (Doraville 1), Parag Agrawal (DeKalb County 1), Shirlynn Browell (Brookhaven)

Others Present: Airport Director Mario Evans, Jim Duguay of Michael Baker, Fola Shelton of Michael Baker, Joseph Snyder of Michael Baker, Erika Dorland of Smartegies, and Regan Radakovich of Smartegies.

The ICC meeting began at 10:05 AM.

- I. Erika Dorland from Smartegies welcomed the committee to the meeting and introduced herself and encouraged others to introduce themselves.
- II. Jim Duguay begins the presentation by identifying the contents of the presentation: master plan, facility requirements analysis and next steps.
- III. Jim addresses the master plan process section of the presentation:
 - a. Phase 1 – Airport Visioning: Stakeholder Engagement, Goals & Objectives, Existing Conditions and Aeronautical Forecast.
 - b. Phase 2 – Master Plan: Needs Assessment, Development Options, Stakeholder Engagement, Implementation Plan, Final Deliverables. We are currently at the Needs Assessment phase. We have not created development options yet but will have concepts to show at the next round of meetings.
- IV. Planning Horizon Activity Level. The two major components of the aeronautical forecast are based aircraft and operations.



- a. Historic Based Aircraft Levels 1990-2018
 - i. PDK was built in World War II. The airport has had as many as 600 based aircraft. PDK is currently at 355 based aircraft. There was a big drop in based aircraft during the recession, private pilots were no longer participating in recreational flying and corporations were not flying a lot either. The based aircraft has been increasing slowly since then.
 - b. Based Aircraft Forecasts 2019-2040
 - i. For the master plan we have completed at 22-year projection because the master plan project takes about 2 years to complete and we want to have a full 20-year outlook at the end of the master plan.
 - ii. PDK's based aircraft is forecasted to increase up to approximately 487 aircraft over the next 22 years by 2040.
 - iii. This is what we consider a demand forecast, it is not saying the airport will actually be able to accommodate this amount of aircraft and it is more about growth rates in the industry overall.
 - iv. This is a breakdown of what we estimate the increase in based aircraft over the next 20 years. The chart shows the growth rate for single engine, multi-engine, jet and helicopter. Part of the forecast was based off of a survey we provided to the members who are currently on an 8-year waiting list for hangar space at PDK. We surveyed the potential tenants about what type of airplanes they wanted to bring and house at the airport and were those planes housed at PDK or another airport. The jet part of the forecast reflects the national jet forecast and is a little bit higher than small aircraft. This is a projection of potential demand at the airport.
 - c. Historic Local and Itinerant Operations 1990-2018
 - i. Since 1990 the airport has seen operations up to 250,000 takeoffs and landings a year. The airport is currently at about 160,000 takeoffs and landings a year. The main decrease in that there has been less touch-and-go flight training at the airport. The airport has discouraged the flight school from doing touch-and-go's at PDK and has suggested they use outlying airfields to practice for noise abatement purposes. Local and Itinerant Operations Forecasts 2018-2040
 - ii. We are projecting the airport to increase operations to about 219,000 annual operations by 2040.
 - d. Annual Operations (Combined Local & Itinerant)
 - i. The chart is a breakdown of based aircraft by a 5-year, 10-year and 20-year projection. In the master plan we try to divide up potential improvements in those time frames.
- V. Jim addresses the facility requirements section sections of the presentation:



- a. Major Categories of Facility Requirements
 - i. Standard aspects of an aviation master plan are airfield capacity, identification of critical aircrafts, airfield safety requirements, landside improvements, airport support facilities.
- b. Airfield Capacity
 - i. This is the theoretical number of operations PDK can handle in a year without significant delay. The number is computed using the runway layout. PDK has two parallel runways. There is also a crosswind runway for smaller aircraft.
 - ii. PDK can handle up to 275,000 operations.
 - iii. Jim points out runway details specific to PDK on an aerial image of the airport on a board at the meeting. They are looking into the usage of entryways and how to improve upon.
- c. Critical Aircrafts
 - i. The critical aircraft is the most demanding at the airplane that has at least 500 operations at the airport. It is based on the individual runway. We looked at flight plan data and identified what the most demanding aircrafts were at the airport today.
 - ii. For the primary runway the most demanding airplane is the Gulfstream 550. We evaluate the design standards in order to be able to accommodate the sizing of the aircraft.
 - iii. Important to ensure that there is enough clearance for wingspan of multiple aircrafts using the runways at the same time.
 - iv. For the short parallel and crosswind runways, the primary airplane is the King Air 90.
 - v. The 500 operations are based on a whole year or preceding 12 months.
- d. Runway Design Group
 - i. Jim reviews the aircraft reference code criteria
- e. Airfield Safety Requirements
- f. Runway Length & Comparison
 - i. In PDK's master plan we are not proposing to lengthen any runways. It is not feasible for PDK.
 - ii. Weight and size of airplanes is constrained by the runway length available.
- g. Runway Width
 - i. Two of the runways at PDK are much wider than what is required by FAA design guidelines. The runways were in built during 1940s as a naval base prior to FAA standards.
 - ii. The airport is not looking into narrowing these runways but will consider doing so if a runway must be constructed.



- iii. Reducing the width of runways will not be depicted on the airport layout plan.
- h. Wind Coverage
 - i. Airplanes need to land into the wind. The direction they land and takeoff depends on wind direction. Larger aircraft can handle the crosswinds on the primary runway, but smaller aircraft rely on the crosswind runway (Runway 16-34). PDK needs to maintain Runway 16-34 for smaller airplanes.
 - i. RSA's & OFA's
 - i. Runway Safety Area (RSA) is a defined surface surrounding the runway prepared or suitable for reducing the risk of damage to aircraft in the event of an undershoot, overshoot, or excursion from the runway. The design standards are a little different for each runway depending on aircraft size that will be utilizing the runway.
 - ii. Object Free Area (OFA) is An area centered on the ground on a runway, taxiway, or taxilane centerline provided to enhance the safety of aircraft operations by remaining clear of objects, except for objects that need to be located in the OFA for air navigation or aircraft ground maneuvering purposes. There should not be anything penetrating this area such as a tree.
 - iii. There are runway safety areas around the runways to ensure safety. At the end of the primary runway, it is necessary to have a minimum of 1,000 feet in case there are any issues with the aircraft stopping at the end of the runway.
 - iv. PDK has just built an EMAS on the south side because the RSA is not standard, which is like a runaway truck bed for planes. Currently, the north side also doesn't meet standard but the airport uses declared distances to meet the standard. EMAS on north side is being evaluated but early review does not show a significant benefit.
 - v. The master plan is going to look into moving the sanitation facility near Chamblee Tucker Rd and the IRS building. It is looking into moving it to another location on PDK property. Down the road they will look into options of the best location for the facility.
 - vi. Question from committee member: Will the sanitation facility remain on PDK grounds?
 - 1. Jim answers probably PDK property. There are a few land areas available that might be suitable for relocation. The airport will have to work with the county sanitation facility to see what is feasible.
- j. Instrument Approach Procedures



- i. Landside improvements include aircraft storage, admin building and parking and ARFF (fire station).
 - o. Aircraft Storage Capacity vs. Projections
 - i. Based on our 20-year projections, we have evaluated the existing hangar and tie-down capacity. We have come up with a rough count of how many aircrafts can be stored, but this varies due to the size of the aircraft. Over the next 20 years the projected growth of roughly 132 aircraft.
 - ii. Based on citizen input, additional hangars has been the biggest concern amongst the community.
 - iii. Mario Evans joins in addresses the complaints received from the public and clarifies that the additional hangars will be added to provide storage for the aircrafts that already using the airport. This will not increase air traffic for the airport it will only provide storage of the aircrafts. The tax money generated from the t-hangars is distributed amongst the community, city of Chamblee gets 15%, the school board gets 55% and the county gets 29%. This is a revenue enhancing project, not only for the airport but also for community. People have been requesting for years for storage space. We are now finding places we are able to develop it. I want the cities to know that there are corporations want to move here and the airport needs additional t-hangar space for them.
 - iv. Joseph Snyder adds that 10 years ago the airport developed the west side and added 53 hangars on that side. If you look at the data, operations have not increased since the additional hangars being added. There is nothing that shows the t-hangar development decreases property values or increases traffic.
 - v. Mario adds the community has a misconception of the additional hangars being proposed. We need help from the councilmen of surrounding cities to assist in spreading the positives that the hangars bring to the community.
 - vi. Catherine adds that it would be helpful to be provided talking points to be able to relay this information onto the public if asked about the topic.
 - vii. Mario suggests that it would be helpful to discuss as a group to establish the talking points. The airport also shares all data information with the public and has historical information to back it up.
 - p. Admin Building & Parking Improvements
 - i. The admin building was originally designed for military purposes. The building is not ADA friendly, does not meet current code, asbestos is located in parts of the building, it lacks central HVAC and has inadequate parking. An architect is currently looking into potential options for



renovation of the building. There is also inadequate space for the public. We are looking into multi-use spaces for the public and community to use. Epps Hangar is right next door and will have to consider ways to not interfere with their operations and also consider the cost.

- q. ARFFF – Airport Fire Station Charlie 15
 - i. The master plan will be looking into improving these facilities.
 - ii. The fire station is a repurposed hangar. The county repurposed the hangar for the fire station. The facility was not designed to be a fire station and does not store their vehicles adequately. Another issue is that for emergencies it is not in a central location. We are thinking about relocating it to Southwest Quadrant so it will have direct access to the primary runways.

VI. Jim addresses the next steps section of the presentation:

- i. At the next meeting, we expect to provide potential improvement concepts and environmental impact evaluation for the plans for the airport.
- ii. Mario adds he would like the committee members to go back to their councilman and collaborate on these ideas and would like to hear recommendations from council and from economic development. The airport and Michael Baker would like to hear these recommendations on what they would like to see as far as the facilities needed and any other recommendations from the city.
- iii. The draft master plan will more than likely be completed late this year.
- iv. The public open house will be held next week on Wednesday July 17, 2019 at 6:00 PM – 8:00 PM at the Chamblee Civic Center.

The ICC meeting was dismissed at 11:00 AM.



Intergovernmental Coordinating Committee (ICC) Meeting Minutes

The PDK Master Plan Intergovernmental Coordinating Committee met on Thursday, December 5, 2019 at 10:00 AM at the DeKalb Peachtree Airport Admin Building, Room 227.

The Intergovernmental Committee (ICC)

The ICC includes planning and/or economic development staff from Brookhaven, Chamblee, Doraville, and Dunwoody as well as DeKalb County and the Atlanta Regional Commission.

ICC Meeting #4 Goals and Objectives:

- Review Development Options

Members Present: Frank Chavez (Marta Representative), Linda Abaray (Brookhaven 2), Catherine Lee (Chamblee 2), Robert Patrick (Doraville 1), Larry King (Doraville Public Works)

Members Absent: Al Wiggins (Chamblee 1), ARC Representative, Dunwoody 1 Representative, Dunwoody 2 Representative, DeKalb County 2 Representative, DeKalb County 2, Dan Reuter, Parag Agrawal (DeKalb County 1), Shirlynn Browell (Brookhaven), Tammy Hiles (Dunwoody)

Others Present: Airport Director Mario Evans, Jim Duguay of Michael Baker, Fola Shelton of Michael Baker, Mackenna Perkins of Michael Baker, Erika Dorland of Smartegies, Donya Edler of Smartegies and Regan Radakovich of Smartegies.

The ICC meeting began at 10:05 AM.

- I. Erika Dorland from Smartegies welcomed the committee to the meeting and introduced herself and encouraged others to introduce themselves.
- II. Jim Duguay begins the presentation by identifying where we currently are in the master planning process: development options. We are a little over one year into a two-year project. Since we last met, we have been working on a needs assessment. Tonight, we are here to review some of the development options that we are looking at. These are not necessarily the improvements that the airport will do, but they are the ones we are looking at as part of the master plan process. We will be hosting another public workshop in Q1 of 2020 and hope to be finished with the master plan by the end of summer 2020.
- III. Mackenna reviews the Development Concepts/Alternatives for the Admin Building Redevelopment.
 - a. PDK conducted a feasibility study analysis of the existing admin. The study took into consideration all of the engineering elements that are currently existing within the building such as electrical, mechanical, plumbing, safety of the building and the roofing and also compared it to the future needs of the airport



and surrounding community. There were a couple concerns of the existing building which lead to the study; the building is not ADA friendly, lack of parking and lack of HVAC control.

- b. The study provided us with 3 different concepts and a parking concept:
 - i. Existing Admin Building and Parking
 - ii. Admin Building Re-Development – Concept 1
 - iii. Admin Building Re-Development – Concept 2
 - iv. Admin Building Re-Development – Concept 3
 - v. Admin Building Re-Development – Parking Deck Concept (First Level)
 - vi. Admin Building Re-Development – Parking Deck Concept (Second and Third Level)
 - vii. Admin Building Re-Development Costs
 - 1. Option A (Full Renovation): \$8 MIL
 - 2. Option B (Partial Renovation & New Addition): \$9 MIL
 - 3. Option C (Full Demo & New Building): \$10 MIL
 - 4. Parking Deck (~200 Cars with 16,000 SF Retail Space): \$7.3 MIL
 - 5. Mario adds that the funding will come from the enterprise fund. This is only a feasibility study as far as the schematic of what the building could look like. When we get closer to the start of the project, all things will be considered when choosing the concept option.
- IV. Jim introduces the next section of the presentation, SW Quadrant Update and invites Mackenna to review the status and concepts of the SW Quadrant Update.
 - a. For this project, we requested three variances with the City of Chamblee. The first variance request was to increase the retaining wall height from four feet to twenty-four feet, which was approved. The second variance request was to allow for barbed wire to be included on top of fencing to provide a secure top, which was also approved. We worked with the City of Chamblee to only approve the barbed wire to a certain area so that as you are driving down Clairmont Road there is a tree buffer and you do not have to see the barbed wire. The third variance request was to move the required streetscape from Hardee Avenue and Brag Street to Dresden Drive so that the community will benefit more from the upgrade since Dresden Drive is driven on more often.
 - b. The variance requests have been approved and we are currently at the funding stage.
- V. Jim reviews the East Ops and Inert Landfill Area.
 - a. The existing VOR, which is the radio-based navigation aid is being decommissioned by the FAA. All of the navigation aids in aviation are converting to GPS so the FAA is phasing out all of the ground-based facilities. With the removal of the VOR, there will be more of an opportunity to repurpose this area



- since there will not be constraints that were originally there with the VOR being located in that area.
- b. In the 1990's, an inert landfill was started on the property. An inert landfill is a landfill where natural materials such as tree stumps, mulch and bricks from torn down buildings is dumped. This was buried with a thin layer of soil. This creates challenges for any type of construction in the area. It will cause an increase in cost due to geotechnical testing and more compactable soil that will have to be brought in in order to build on the land.
 - c. The east ops area can be developed rather quickly.
- VI. Jim reviews the VOR Area Alternatives (Alternatives A, B & C)
- a. There are 3 possible alternatives we are looking at to develop in the VOR area. This is really the only area we have the opportunity to build anything new on the property.
 - b. The airport has been in discussion with a non-profit group about building an aviation museum at the airport. We have been asked to identify potential locations for the museum as part of the master plan. They would prefer to have a hangar be a part of the museum to store vintage aircrafts.
 - c. Jim reviews the different t-hangar layout options.
 - d. All of these plans are conceptual, and we are just trying to show the ideas we have come up with thus far.
 - e. There are also costs that we will have to consider when choosing one of the alternatives and phasing schedule will have to be put in place.
 - i. type of leasing agreement. We will evaluate the fueling access further.
- VII. Jim reviews the Hangar Capacity Based on Forecast Demand at PDK Airport.
- VIII. Jim reviews the North Runway Protection Zone (RPZ) Redevelopment.
- a. RPZ Reduction and Potential Land Use Changes
 - i. In the RPZ's we do not want new development that causes congregation of people.
 - ii. There is a possibility the RPZ will decrease and what this does is reduces the land restrictions in the area where the current RPZ is. The airport bought this land in the 1990's, so they will have the option to sell or lease the land to be redeveloped. We are proposing the land be used for non-aeronautical land use, which means it could be used for non-aviation purposes in the future. Although, it would have to be compatible with noise and height, so it could not be anything too tall or receptive to noise such as hospitals, schools and residential. It could be a park or retail as well. For a park, there should not be any bird attractions.
 - iii. We will work with the City of Chamblee for the best use of the land.



- iv. The airport has had some issues with people using some of the vacant land north of the RPZ. Mario has been in discussion with the City regarding the vacant land.
 - v. Mario adds that he has been working with the City because there has been a lot of dumping going on, homeless people, soccer games so we have been working with Chamblee PD to secure and guard the area. This will leave us with the possibility to use the land for non-aeronautical purposes as revenue for the airport. The City of Chamblee has already expressed interest in expanding their public works facility that abuts the property.
 - b. Approach Lighting Upgrade
 - i. On the north side, we are looking to upgrade the approach lighting. We want to convert the system to add flashing strobe lights. The lights help pilots see the runway easier. The new approach lighting could potentially lower weather minimums.
 - ii. Question from committee member: Where will the lights on the runway be pointed?
 - 1. Jim answers that they will be pointed up towards the sky.
 - c. Existing Sanitation
 - i. The County stores extra waste bins, trucks, an underground fuel tank and has admin offices on the site. This site is too close to the runway and does not meet FAA standards. In order to uphold safety standards, we have evaluated the land surrounding the airport to relocate the facility. We are trying to find the best option, so it is not a disturbance or eye sore to the community driving down the road. One of our ideas is to relocate the sanitation site to the area that will be available once the RPZ is adjusted (on the north side). Mario has been speaking with the sanitation department to discuss the possible relocation of the facility.
 - ii. We do not think that the decision will happen until after the master plan is over.
 - d. Sanitation Relocation Alternatives
 - e. Sanitation Relocation
- IX. Jim reviews Miscellaneous Improvements.
 - a. T-Hanger Replacement
 - i. The airport currently owns 4 t-hanger spaces (in area depicted) and Epps owns 3 t-hanger spaces. The manufacturer no longer produces the t-hangars that are currently on the property. The airport would like to replace all of the t-hanger spaces in the area with more up to date facilities.
 - b. Shade Hangar (Upgrade) & North Ramp Shaded Tiedown



- i. Shade hangars are a cheaper version of a t-hangar, the shaded feature would be an extra value to the tiedown tenants. We are looking at the north ramp as a possible location. If the airport does install the shade hangers, they could charge a monthly premium to the tenants.
- X. Mackenna reviews Long Term Pavement Maintenance and Schedule and Costs.
 - a. The state puts together a pavement evaluation, which is where they assess all the pavement on the airfield. They assign a pavement condition index (PCI) value, and the PCI value determines when the pavement needs to be replaced and the repair method proposed.
 - b. The schedule and costs allow us to analyze the pavement evaluation and extend it over a 20-year analysis. This provides an overall look as to how we can prioritize the pavement improvements and repairs over the next 20 years.
- XI. Jim address next steps.
 - a. We are going to continue reviewing the options.
 - b. Public Workshop will be hosted early next year.
 - c. Obstruction Analysis/Approach Improvements
 - d. Implementation Plan Cost (Cost, Feasibility, Environmental Considerations, and Phasing)
 - e. Be on the lookout for meeting materials and meeting minutes that will be uploaded to the website.

The ICC meeting was dismissed at 10:50 AM.



Technical Advisory Committee (TAC) Meeting Minutes

The PDK Master Plan Technical Advisory Committee met on Tuesday, March 26 at 2:00 PM at the Peachtree DeKalb Airport.

Technical Advisory Committee (TAC)

The TAC is comprised of airport users with substantial knowledge of technical aspects of the airport. Members are appointed by airport management and will include corporate pilots, flights schools, PDK – Airport Association, FBOs, airport leaseholders, airport businesses, PDK Air Traffic Control Tower, National Business Aircraft Association, Aircraft Owners & Pilots Association, and tie down/t-hanger tenants. Staff from the FAA and the GDOT are also invited.

TAC Meeting #2 Goals and Objectives:

- a. Inform committee of the results of the public involvement survey, T-Hangar survey, and committee meeting feedback
- b. Discuss Forecast Overview
- c. Review Master Plan Goals and Objectives
- d. Discuss PDK Overview – Land Use Compatibility

Members Present: Greg Voos (NBAA Rep), Joseph Robinson (GDOT), Randy Carpenter (Tenant), Barbara Bowman (Tie Down 1), Elain Epps (substituting for Patrick Whitmore, FBO – EPPS), John Barnett (PDK Pilot Assistant Rep), Dr. James Frank (T-Hangar), Orlanda Brown (Atlanta), Vince Todoroff (Atlantic FBO – standing in for Paul Reynolds)

Members Absent: Trey C., Chris Primrose, Patrick O’Neil (Major Leaseholder), Evanthe Papastahis (Flight School 2), Tracie Kleine (GDOT), James Storm (FAA Facilities Rep), Russel Fagan, Lexis Crosby (PDK ATCT), Dan Emin (Flight School 1), Howard Joe (T-Hangar), Shane Dale (FBO – EPPS), Lori Bell (AOPA Rep), Mark Clark (Tie Down 2)

Others Present: Airport Director Mario Evans, Jim Duguay of Michael Baker, Fola Shelton of Michael Baker, Mackenna Perkins of Michael Baker, Joseph Snyder of Michael Baker, Noise and Environmental Analyst Nate Schattner, Erika Dorland of Smartegies, Mohammed Mohsin of Smartegies, Lee Sewell, and Jamie Dutro (CAC – District 2)

ICC meeting began at 2:04 PM

- I. Erika Dorland from Smartegies welcomed the committee members to the second round of TAC’s meeting.
- II. Erika Dorland previewed the following contents of the presentation:

- a. Public Input Overview
 - b. Forecast Overview
 - c. PDK Overview & Open Discussion
 - d. Next Steps
- III. Erika Dorland reviewed the survey results from the website public involvement survey on the following topics:
- a. What Type of Airport User Are You?
 - b. Have you visited PDK?
 - c. Do you view the PDK airport as a community asset?
 - d. Top Three Concerns
 - e. Heard about the master plan from:
 - f. How do you view the condition of the existing PDK facilities?
 - g. What could be improved at PDK?
 - h. Consider for the future
 - i. Where do you see the airport in 20 years?
 - j. What do you see as strengths of PDK Airport?
 - k. What do you see as the weaknesses of PDK Airport?
 - l. What do you see as unmet opportunities at PDK Airport?
- IV. Erika wraps up and invites Jim Duguay to review the T-Hangar survey results.
- V. Jim Duguay reviewed the T-hangar Waiting List Survey Results on the following topics:
- a. For the purposes of hangar size planning, what size aircraft do you foresee housing?
 - b. If hangar space becomes available, which scenario is most likely?
 - c. If relocating from another airport, what is your primary reason for locating to PDK?
 - d. Please estimate the percentage of your departures from PDK that would fall into the following categories:
 - e. Additional comments
- VI. Jim Duguay wraps up the T-hangar results and invites Erika to speak about the feedback received from the first meetings of the TAC, ICC, and CAC committees.
- VII. Erika Dorland reviews the committee feedback as for what they see as the strengths, weaknesses, and opportunities.
- VIII. Question from committee member: “What does the ICC Stand for?”
- i. Erika Answered: “Intergovernmental Coordinating Committee. They are the people who are serving on teams of local politicians.
- IX. Erika Dorland wraps up the committee feedback and invites Jim Duguay to speak about the Master Plan Goals and Objectives.
- X. Jim Duguay reviews the PDK Master Plan Goals and Objectives.
- XI. Question from committee member: with all of those objectives, whether it’s the aeronautical demand or the modernization of airport facilities and safety, are you all considering new approaches in putting that into this objective for the airport?
- i. Jim responds: Yes, we will be looking for new approaches, better minimums, better navigational aids which fits in the modernization of airports and safety categories.

- XII. Jim Duguay introduces the next section, the forecast overview and speaks about the following topics of the forecast:
- a. Top 20 Business Jet Airports
 - i. PDK is one of the busiest general aviation jet airports in the United States. It is frequently in the top 10 of total business jet operations.
 - ii. These are some of PDK's competitors which are large metropolitan areas across the United States where business jets go into and out of.
 - iii. Jim explained the differences between Primary and Reliever airports.
 - iv. PDK, in terms of being a general aviation airport, is number four in business jet operations.
 - b. Top 25 Flight Plan Destination Airports
 - i. BHM is the number one destination, departing out of this airport IFR (Instrument Flight Roles) followed by SSI, TEB, and SAV.
 - ii. PDK falls on the list because of flight training.
 - iii. Most of PDK's business travel is in the Southeast and East of Mississippi.
 - c. International Arrivals
 - i. PDK has arrivals from Canada, France, England, and a significant amount of places from the Caribbean.
 - d. International Departures
 - i. There are a lot more departures to Latin America, South America, and various places in Europe.
 - ii. One of the limitations for business aircrafts is how much fuel they can carry. There are aircrafts departing out of PDK and landing in Europe.
 - e. Historic Based Aircraft Levels 1990-2018
 - i. In 1990, the airport had about 600 based aircrafts
 - ii. The big dip in the chart is from the great recession which hit general aviation pretty hard.
 - iii. Business aviation did not get hit quite as hard but everybody was hit hard and they have been slowly recovering over time.
 - f. Total Annual Takeoffs and Landings 1990-2018
 - i. Operationally, in 1990, the airport exceeded 250k operations.
 - ii. In the year 2018, the airport had 165k operations.
 - g. Annual Jet Fuel Sales 2008-2017
 - i. In 2016, there was 28,000 less operations than in 2008 and
 - ii. The airport sold 3 million more gallons of fuels in 2016 compared to 2008.
 - h. Historic Unemployment 2006-2018
 - i. One of the things that drives the forecast is the economy. When the economy is good, aviation is good.
 - ii. Unemployment is improving monthly.
 - iii. As long as the economy is good the airport will continue to grow than what it is today.
 - i. Based Aircraft Forecasts 2018-2040

- i. Assumes moderate growth over the 20 year planning period with a growth plan of about one and a half percent annually.
 - ii. Jet growth will be higher than single engine growth.
 - j. Forecast of Operations by Aircraft Type
 - i. These are details of the forecasts for the number of Piston, Turboprop, Jet, and Helicopter operations that we are projecting over the next 20 years.
 - ii. The year 2020-2040 is showing the growth rates for the individual aircraft types.
 - k. Based aircraft forecast 2018-2040
 - i. The airport recently did an audit and the airport has 355 base aircraft.
 - ii. Anytime of the day there are roughly 50-60 additional aircraft that are on business, visiting the airport.
- XIII. Question from Committee Member: Are you all basing those numbers on what the county can provide?
 - i. Mario responds: No, the number we came up with is 409. When we put that into basedaircraft.com, that's when those 50 aircrafts are being recognized by other airports. We did a survey from all the FBO's, corporate tenants and that is how we came up with the number 409 and that was put into the database.
- XIV. Question from Committee Member: As your forecast is growing, where are these aircrafts being placed?
 - i. Jim Responds: We want to work with tenants, but we may or may not find space. This is a process that will be discussed through the master plan.
- XV. Forecast of Operations by Aircraft Type
 - i. This shows an operations in change over the next 20 years. The forecast shows that the airport operates could grow to 218,797 by the year 2040.
 - ii. The operations numbers are used for environmental analysis in the future for when looking at noise contours and more.
- XVI. Jim Duguay presents the PDK Overview section.
- XVII. Jim Duguay specifies the purpose of this section for the TAC committee meeting is to present the land use compatibility and airport airspace. Jim continues to speak about the following topics:
 - a. Land Use Compatibility, Airport Airspace
 - i. The FAA looks at proposed towers that penetrate the air space, but they only make the determination of whether or not I would be a hazard. They have no control over what is being built. The city or county is the decision maker on that.
 - b. Land Use Compatibility, Airport Noise Contours
 - 1. The airport has a history of a noise program.
 - 2. The airport purchased over 200 homes in the past to try and mitigate impacts.
 - c. Land Use Compatibility, Runway Protection Zones (RPZ)

- i. Area shows where there is a greater risk of aircraft crashes. The FAA has set specific guidelines to prevent congregations of people in RPZs such as discouraging congregations of people in RPZs for land uses such as hospitals, schools, medical facilities, churches, residences, or any kind of commercial industrial activities that bring a high density of people to those runway protection zones.
 - ii. There are existing roadways in existing RPZ's but an airport was being built from scratch, that would no longer be allowed. We are not allowed to add any new roads or railroad to the RPZ's.
- XVIII. Jim pulls out an aerial view of airport and discusses what could be considered in the master plan.
 - a. Lowering weather minimums was discussed. This will be an issue discussed with the FAA.
 - b. FAA is planning to discontinue the PDK VOR and reconstruct the VOR approach into a GPS Approach.
 - c. There is no LPV approach at PDK. This will be discussed with FAA.
 - d. Airfield geometry will be considered.
- XIX. Jim opens the floor for questions.
- XX. Committee member asked: with the approaches, do you have to wait for the master plan to be completed and voted on before the airport administration asks the FAA?
 - i. Mario responds: We are already ahead of that. We have already contacted the FAA to look at what we can do to lower the minimums.
- XXI. Jim Duguay concludes the presentation and reviews the next steps of the next meeting. The next discussion will be about the facility requirements looking at all the facilities at the airport and coming up with recommendations for improvements, both airside and landside. Meeting number 4 will review the actual concepts for improvements on the airport. The final meeting, will be to review the draft master plan with the committees and board of commissioners. We started this project in August 2018. We set out on a two-year schedule and we are still on plan to complete this project on time. The next round of committee meetings will be held in the June timeframe, with a public open house meeting held in the July timeframe.
- XXII. Jim opened the floor for questions and comments.
- XXIII. Committee Member asked: Are you doing an economic analysis of what the projection for the growth of the base involving aircrafts?
 - a. Jim responds: No, we are not. The Georgia DOT is doing one statewide that does include PDK.
- XXIV. Committee member asked for everyone in the room to introduce themselves to get an understanding of how many people were TAC committee members, private pilots, and corporate.
 - a. Mario commented that he understood everyone on the committee cannot make it to the meetings but they are more than welcome to have someone sit in on their behalf to gain information about the next steps with PDK, however, all the information from all meetings is posted on the PDK master plan website.

XXV. Erika Dorland makes an announcement about the sign in sheet and the optional sharing of emails.

The ICC Committee meeting was dismissed at 2:56 PM.

DeKalb Peachtree Airport *2040 Master Plan*

Presented to: Technical Advisory Committee (TAC)

November 7, 2018



Objectives for today's meeting

- ▶ PDK **Airport overview**
- ▶ Review the **master planning process**
- ▶ Review **TAC goals** & objectives
- ▶ Review **Rules and Meeting Format**
- ▶ **Q&A**



About PDK Airport

About PDK Airport

- ▶ Constructed in 1941
- ▶ Former Atlanta Naval Air Station
- ▶ Within the City Limits of Chamblee
- ▶ NBAA – Top 10 Most Important GA Airport in US



About PDK Airport

- ▶ 409 Based Aircraft
- ▶ 140,000 Annual Operations
- ▶ 762 Aviation-Related Jobs
- ▶ Georgia's Busiest General Aviation Airport





Why is PDK doing a Master Plan now?

What is an Airport Master Plan?

- ▶ A process to **plan for the development goals** of the airport
- ▶ A facility planning study that sets forth a **conceptual framework** for possible future airport development

The Master Planning Process

Phase 1 – Airport Visioning



Phase 2 – Master Plan



Public Involvement

The Master Planning Process

- ▶ Modernization of Physical Facilities
- ▶ Development Guide, including Timing and Costs
- ▶ Considers Adjacent Land Uses and Environmental Issues
- ▶ Display of Plan in Graphical and Written Form

The Master Planning Process

- ▶ Changes in FAA Airport Design Guidance
- ▶ Airspace and Land Use Compatibility
- ▶ Optimize Land Utilization
- ▶ Maximize Revenue Opportunities
- ▶ Sustainable Solutions for the Future

The Master Planning Process

- ▶ Prepared Utilized FAA Standards and Guidelines
- ▶ Positions Airport to Compete for State/
Federal Funds
- ▶ Public Involvement Program

Airport Facility Inspection

▶ **Airfield**

- ▶ Pavement Condition
- ▶ Navigational Aids
- ▶ Signage and Markings
- ▶ Electrical Systems
- ▶ Grading and Drainage
- ▶ Taxiway Geometry
- ▶ Safety Areas
- ▶ Obstruction/Hazard Removal

Airport Facility Inspection

▶ **Landslide Facilities**

- ▶ Aircraft Storage Facilities
- ▶ FBO Terminals
- ▶ Ramp and Tie Down Space
- ▶ Security and Fencing
- ▶ Surface Access and Automobile Parking

▶ **Support Facilities**

- ▶ Airport Maintenance
- ▶ Airport Security
- ▶ Airport Fire Station

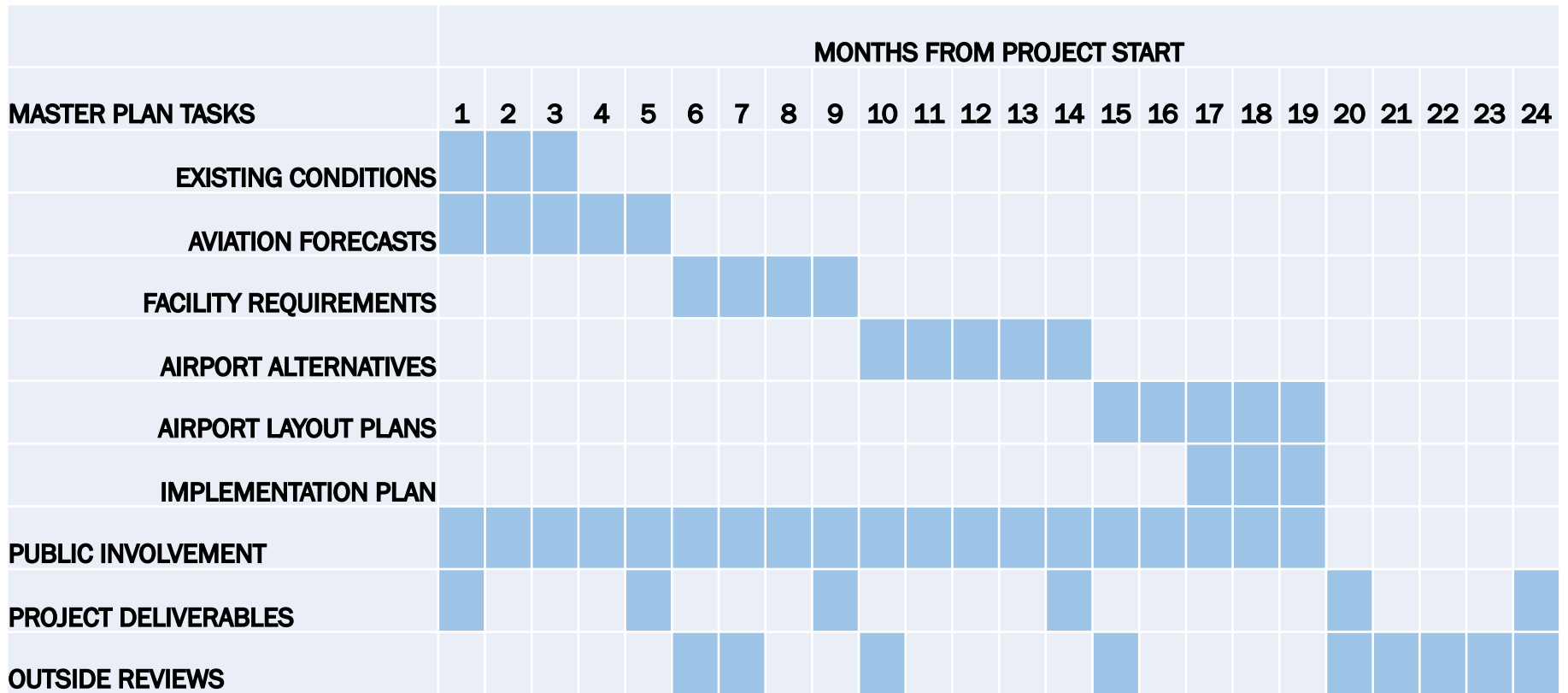
Airport Facility Inspection

▶ **Environmental Considerations Inventory**

- ▶ Air Quality
- ▶ Noise
- ▶ Cultural Resources
- ▶ Section 4(f) and 6(f) Properties
- ▶ Wetlands, Streams and Rivers
- ▶ Floodplains
- ▶ Threatened and Endangered Species
- ▶ Hazardous Materials and Waste Sites

Forecasts for Aeronautical Activity

- ▶ Determination – 20 Year Projection
- ▶ Reviews Local, Regional National Trends
- ▶ Forecasts:
 - ▶ Based Aircraft
 - ▶ Annual Operations
 - ▶ Fleet Mix
- ▶ Critical Aircraft
 - ▶ Most demanding design group aircraft



Project Timeline



Purpose for Public Involvement

- ▶ **Educate, inform, and listen** to stakeholders early and often.
- ▶ Convey **goals, timelines, and information** on a regular basis.
- ▶ Be responsive to the public's request for information and on-going involvement.



Public Involvement Program



Technical Advisory Committee

The TAC is comprised of **airport users with substantial knowledge** of technical aspects of the airport. Members are **appointed by airport management.**



- ▶ **Honest** feedback
- ▶ **Respect** for others
- ▶ **Attend** all meetings
- ▶ **Promote** the master plan project

What We Need from You

- ▶ Keep an **open mind**
- ▶ Be **collaborative**
- ▶ **Share** the air
- ▶ Be **present & participate**

Ground Rules for Committee Participation

- ▶ **Share pdkmasterplan.com** with your friends, family, neighbors & coworkers
- ▶ Encourage them to **take the survey**
- ▶ **Sign up** for our mailing list
- ▶ Attend the **public workshop – Nov. 15**

How You can help – Sharing is Caring



Q & A

On the Master Planning Process

Let's Discuss PDK...

1. What could be improved?
2. What is your vision for the airport in 20 years?
3. What do you see as strengths?
4. What do you see as weaknesses?
5. What do you see as unmet opportunities?

Next Steps

COMMITTEE MEETING #2

- We will share the collective prioritized goals, visions, and ideas garnered from all committees, surveys & public input.
- We will present a 20-Year Forecast of Aviation Activity at PDK.

Anticipated Meeting Date Q1 2019

Next Steps

COMMITTEE MEETING #3

- We will discuss facility requirements that will help PDK meet anticipated future needs and desires.

Anticipated Meeting Date Q2 2019

Next Steps

COMMITTEE MEETING #4

- Discussion around ideas that will help PDK meet the needs and desires for the future.

Anticipated Meeting Date Q3 2019

Next Steps

COMMITTEE MEETING #5

- We will present the final Master Plan document.

Anticipated Meeting Date Q4 2019



Thank You





Technical Advisory Committee (TAC) Meeting

The PDK Master Plan Technical Advisory Committee met on Wednesday, November 7, 2018 at 1:00 PM at the Chamblee Public Library.

The Technical Advisory Committee (TAC)

The TAC is comprised of airport users with substantial knowledge of technical aspects of the airport. Members are appointed by airport management and will include corporate pilots, flights schools, PDK - Airport Association, FBOs, airport leaseholders, airport businesses, PDK Air Traffic Control Tower, National Business Aircraft Association, Aircraft Owners & Pilots Association, and tie down/t-hanger tenants. Staff from the FAA and the GDOT are also invited.

TAC Meeting #1 Goals and Objectives:

- Inform committee of master planning process
- Define roles and responsibilities
- Begin discussion of vision for PDK master plan

Members Present: Trey C., Chris Primrose, Patrick O'Neil (Major Leaseholder), Evanthe Papastahis (Flight School 2), Greg Voos (NBAA Rep), Dr. James Frank (T-Hanger), Barbara Bomwn (Tie Down 1), Tracie Kleine (GDOT), Joseph Robinson (GDOT), James Storm (FAA Facilities Rep), John Smith (standing in for Russell Fagan), Vince Todoroff (Atlantic FBO – standing in for Paul Reynolds), Patrick Whitmore (FBO – EPPS), Lexis Crosby (PDK ATCT), Dan Emin (Flight School 1), Orlando

Members Absent: Howard Joe (T-hanger), John Barnett (PDK Pilot Assistant Rep), Shane Dale (FBO – EPPS), Lori Bell (AOPA Rep), Mark Clark (Tie Down 2), Randy Carpenter (Tenant)

Others Present: Airport Director Mario Evans, Deputy Airport Director Marshall Taggart, Noise and Environmental Analyst Nate Schattner, Jim Duguay of Michael Baker, Fola Shelton of Michael Baker, Mackenna Perkins of Michael Baker, Katie Cash of Smartegies, Erika Dorland of Smartegies, and Regan Radakovich of Smartegies.

The TAC meeting began at 1:00 PM.

- I. Katie Cash from Smartegies welcomed everyone to the committee meeting and introduced everyone from the Michael Baker, PDK Airport, and Smartegies Team.
- II. Mario Evans from PDK Airport introduced himself and thanked everyone for coming to the meeting.
- III. Jim Duguay introduced himself and the rest of the Michael Baker team and informed the committee of his role on the project. Jim spoke about the following topics:
 - a. Objectives for today's meeting
 - b. About PDK Airport



- c. What is an Airport Master Plan?
 - d. The Master Planning Process
 - e. Airport Facility Inspection
 - f. Forecasts for Aeronautical Activity
 - g. Project Timeline
 - h. Purpose of Public Involvement
 - i. Public Involvement Program
 - j. Technical Advisory Committee
- IV. Katie Cash reviewed the following topics:
- a. What We Need From You
 - b. Ground Rules for Committee Participation
 - c. How You Can Help – Sharing is Caring

Opened the floor for questions:

- V. How long the master plan is along the process?
- a. Jim answered that the process started in late August, so they are about 3 months into the process.
 - b. Committee Member suggested that Michael Baker should speak with a representative of the CDC about their plans for the laboratories near the airport.

Let's Discuss PDK....

Collect feedback on the following items from the committee members. Will share collective feedback from all committees at next meeting.

- VI. What could be improved?
- a. Shared a few written by committee members - Better signage (airfield and landside), upgrade to landscaping, more parking
- VII. What is your vision for the airport in 20 years?
- b. Shared a few written by committee members - More ramp space for more aircraft, remove unused concrete, new control tower, lower ILS numbers
- VIII. What do you see as strengths?
- c. Shared a few written by committee members – location, desire for the expansion of the airport, new investments in renovation of epps building, e-mas, annual air show, blackened chicken sandwich
- IX. What do you see as weaknesses?
- d. Shared a few written by committee members – airport is somewhat land locked, signage, self-service fueling, lack of winter operations equipment, rain runoff, general traffic, perception of noise, aging of navigation equipment, departure wait times
- X. What do you see as unmet opportunities?



- e. Shared a few written by committee members – incorporating drone usage, lack of aviation museum or other community use space to really show the community what the airport is, have not advertise the events at the airport as much as it should, nearby hotel, have better controllers, service roads
- XI. Mario Evans recommended that all of the members get feedback from other tenants, since we can't get feedback from all of them.
- XII. Katie Cash discussed the following topics:
- a. Review Next Steps
 - b. Committee Meeting #2
 - c. Committee Meeting #3
- Katie reminded everyone to visit the website to learn more about the master plan.

The TAC meeting was dismissed at 2:00 PM.



Technical Advisory Committee (TAC) Meeting Minutes

The PDK Master Plan Intergovernmental Coordinating Committee met on Thursday, July 11, 2019 at 2:00 PM at the DeKalb Peachtree Airport Admin Building, Room 227.

The Technical Advisory Committee (TAC)

The TAC is comprised of airport users with substantial knowledge of technical aspects of the airport. Members are appointed by airport management and will include corporate pilots, flights schools, PDK - Airport Association, FBOs, airport leaseholders, airport businesses, PDK Air Traffic Control Tower, National Business Aircraft Association, Aircraft Owners & Pilots Association, and tie down/t-hanger tenants. Staff from the FAA and the GDOT are also invited.

TAC Meeting #3 Goals and Objectives:

- Review the Master Plan Process
- Review Facility Requirements Analysis

Members Present: Tracie Kleine (GDOT), Barbara Bowman (Tie Down 1), Paul Reynolds (Atlantic FBO), Harry Nuttall (Major Leaseholder), Dan Emin (Flight School 1), Joe McCarty (PDK Pilot's Association)

Members Absent: Trey C., Chris Primrose, Patrick O'Neil (Major Leaseholder), Evanthe Papastahis (Flight School 2), Greg Voos (NBAA Rep), Dr. James Frank (T-Hanger), Joseph Robinson (GDOT), James Storm (FAA Facilities Rep), Russell Fagan, Patrick Whitmore (FBO – EPPS), Lexis Crosby (PDK ATCT), Howard Joe (T-hanger), John Barnett (PDK Pilot Association Rep), Shane Dale (FBO – EPPS), Lori Bell (AOPA Rep), Mark Clark (Tie Down 2), Randy Carpenter (Tenant)

Others Present: Airport Director Mario Evans, Jim Duguay of Michael Baker, Fola Shelton of Michael Baker, Joseph Snyder of Michael Baker, Mackenna Perkins of Michael Baker, Erika Dorland of Smartegies, and Regan Radakovich of Smartegies.

The TAC meeting began at 2:03 PM.

- I. Erika Dorland from Smartegies welcomed the committee to the meeting and introduced herself and encouraged others to introduce themselves.
- II. Jim Duguay begins the presentation by identifying the contents of the presentation: master plan, facility requirements analysis and next steps.
- III. Jim addresses the master plan process section of the presentation:



- a. Phase 1 – Airport Visioning: Stakeholder Engagement, Goals & Objectives, Existing Conditions and Aeronautical Forecast.
 - b. Phase 2 – Master Plan: Needs Assessment, Development Options, Stakeholder Engagement, Implementation Plan, Final Deliverables. We are currently at the Needs Assessment phase. We have not created development options yet but will have concepts to show at the next round of meetings.
- IV. Planning Horizon Activity Levels. The two major components of the aeronautical forecast are based aircraft and operations.
- a. Historic Based Aircraft Levels 1990-2018
 - i. PDK was built in World War II. The airport has had as many as 600 based aircraft. PDK is currently at 355 based aircraft. There was a big drop in based aircraft during the recession, private pilots were no longer participating in recreational flying and corporations were not flying a lot either. The based aircraft has been increasing slowly since then.
 - b. Based Aircraft Forecasts 2019-2040
 - i. For the master plan we have completed at 22-year projection because the master plan project takes about 2 years to complete and we want to have a full 20-year outlook at the end of the master plan.
 - ii. PDK's based aircraft is forecasted to increase up to approximately 487 aircraft over the next 22 years by 2040.
 - iii. This is what we consider a demand forecast, it is not saying the airport will actually be able to accommodate this amount of aircraft and it is more about growth rates in the industry overall.
 - iv. This is a breakdown of what we estimate the increase in based aircraft over the next 20 years. The chart shows the growth rate for single engine, multi-engine, jet and helicopter. Part of the forecast was based off of a survey we provided to the members who are currently on an 8-year waiting list for hangar space at PDK. We surveyed the potential tenants about what type of airplanes they wanted to bring and house at the airport and were those planes housed at PDK or another airport. The jet part of the forecast reflects the national jet forecast and is a little bit higher than small aircraft. This is a projection of potential demand at the airport.
 - c. Historic Local and Itinerant Operations 1990-2018
 - i. Since 1990 the airport has seen operations up to 250,000 takeoffs and landings a year. The airport is currently at about 160,000 takeoffs and landings a year. The main decrease in that there has been less touch-and-go flight training at the airport. The airport has discouraged the flight school from doing touch-and-go's at PDK and has suggested they use outlying airfields to practice for noise abatement purposes.



- d. Local and Itinerant Operations Forecasts 2018-2040
 - i. We are projecting the airport to increase operations to about 219,000 annual operations by 2040.
- e. Annual Operations (Combined Local & Itinerant)
 - i. The chart is a breakdown of based aircraft by a 5-year, 10-year and 20-year projection. In the master plan we try to divide up potential improvements in those time frames.
- f. Annual Growth Rate (AAGR)
 - i. The chart displays the growth rates that were applied for based aircraft at the airport in comparison to FAA growth rates.
 - ii. Why are we concerned about growth in operations of the airport? As a part of the master plan we will forecast the noise footprint of the airport. In the map image the contours shown were previously created. The dotted lines show noise levels in 2004 and the solid lines show noise levels in 2016.
- V. Jim addresses the facility requirements section sections of the presentation:
 - a. Major Categories of Facility Requirements
 - i. Standard aspects of an aviation master plan are airfield capacity, identification of critical aircrafts, airfield safety requirements, landside improvements, airport support facilities.
 - b. Airfield Capacity
 - i. This is the theoretical number of operations PDK can handle in a year without delaying any aircraft to takeoff. The number is based on the runway layout. PDK has two parallel runways. Landings and takeoffs can take place simultaneously. There is also a smaller crossway runway.
 - ii. Jim points out runway details specific to PDK on an aerial image of the airport on a board at the meeting. They are looking into the usage of entryways and how to improve upon.
 - iii. PDK can handle up to 275,000 operations.
 - iv. How do airport planners use this information? If the airport operations were nearing airport capacity, we would potentially need to build more runways or need to create more efficient taxiway entries and exits. Based on the circumstances at PDK, we will not be adding new runways but may look at taxiway improvements.
 - c. Critical Aircrafts
 - i. The critical aircraft is the most demanding at the airplane that has at least 500 operations at the airport. It is based on the individual runway. We looked at flight plan data and identified what the most demanding aircrafts operating at the airport over the last twelve months.



- ii. For the primary runway the most demanding airplane is the Gulfstream 550. We evaluate the design standards in order to be able to accommodate the sizing of the aircraft.
 - iii. For the short parallel and crosswind runways (secondary) the primary airplane is the King Air 90.
 - iv. The 500 operations are based on a whole year or preceding 12 months
- d. Runway Design Group. The corresponding runway design group for runways at PDK is D-III for the primary runway and B-I for the secondary runway.
- e. Airfield Safety Requirements. We will review the following airfield safety requirements:
- f. Runway Length & Comparison
 - i. The master plan is not planning on extending any runways.
 - ii. Operations are somewhat constrained to the runway length we have available.
 - iii. We cannot extend runways at PDK, due to the constraint of roads on either side of the airport.
- g. Runway Width
 - i. Based on design standards, there is no widening required for the runways at PDK. The primary runway is 100 feet wide which meets FAA standards. The secondary runway is 50 feet wide.
 - ii. The secondary runways at PDK are much wider than what is required. The runways were built during military times and since then the FAA has established their guidelines.
 - iii. The airport is not looking into narrowing the runways. The runways will need to be replaced eventually, but that is not going to be for more than 20 years. In the meantime, the runways will be crack sealed.
 - iv. It will not be a recommendation of the master plan.
- h. Wind Coverage
 - i. Airplanes need to land into the wind. The direction they land and takeoff depends on wind direction. Larger aircraft can handle the crosswinds on the primary runway, but smaller aircraft rely on the crosswind runway (Runway 16-34). PDK needs to maintain Runway 16-34 for smaller airplanes.
- i. RSA's & OFA's
 - i. Runway Safety Area (RSA) is a defined surface surrounding the runway prepared or suitable for reducing the risk of damage to aircraft in the event of an undershoot, overshoot, or excursion from the runway. The design standards are a little different for each runway depending on aircraft size that will be utilizing the runway.



- ii. Object Free Area (OFA) is An area centered on the ground on a runway, taxiway, or taxilane centerline provided to enhance the safety of aircraft operations by remaining clear of objects, except for objects that need to be located in the OFA for air navigation or aircraft ground maneuvering purposes. There should not be anything penetrating this area such as a tree.
- iii. Two safety critical design standards for airports. The runway safety areas are designed to have 400 feet of flat ground on each side and 1,000 feet at the end of the runway. There runway safety areas around runways to ensure safety. At the end of the runway, it is required to have a minimum of 1,000 feet in case there are any issues with the aircraft stopping at the end of the runway.
- iv. PDK has just built an EMAS on the south side to remedy a less than standard safety area. Currently, on the north side the length at the end of the runway is 410 feet of safety area until you get to Chamblee Tucker and we are also evaluating EMAS on this side. Currently the safety length on the north side is provided using Declared Distances. Preliminary analysis indicates it does not make sense financially to build an EMAS on the north side.
- v. Another issue we are concerned about is the counties sanitation facility located off of Chamblee Tucker. It is the north sanitation lot; this is where all the sanitation trucks service the north part of the county so that they do not have to travel to the landfill that services central and south DeKalb. The master plan is going to look into moving the sanitation facility possibly to another location of airport property. Down the road they will look into options of the best location for the facility.
- vi. At the next meeting, we will be presenting ideas on relocation ideas for the sanitation facility.
- j. Instrument Approach Procedures
 - i. There have been complaints before regarding the minimums on the 21L are too high. The current minimums are 7/8ths of a mile and 400 feet. The airport is working to reduce 21L minimums to half a mile and 200 feet. This is one of our goals of the master plan.
 - ii. One of the ways we can reduce the minimums is by installing approach lighting. By adding 5 strobe lights, that would allow the minimums to be half a mile. However, the lighting systems are owned by the FAA so it will take some convincing in order for them to allow us to alter them. If they do not agree, we could get down to ¾ of a mile by removing obstructions.
 - iii. Question from committee member: What is the approach for 3 right? What is the possibility there? Is there any plan to look at that?



1. Jim answers that the minimum is 1 mile for 3 right. It is an RNP type approach which is unusable by many aircraft. We have not specifically asked the FAA to look into it, but we can ask them to review for the aeronautical survey.
 2. Committee member adds: can it be improved?
 3. Jim adds that Hartsfield airspace is more than likely the problem. We will discuss with the FAA.
- iv. The FAA will be decommissioning the VOR. The FAA will be installing a GPS for the same approach. We will be looking into repurposing of that area.
- k. RPZ's
- i. Runway Protection Zone (RPZ) is an area at ground level prior to the threshold or beyond the runway end to enhance the safety and protection of people and property on the ground.
 - ii. The FAA has policy guidelines to prohibit specific land use, no facilities are to be built where large amounts of people will congregate such as churches or schools. We will be speaking with Chamblee on whether or not these areas are available.
 - iii. There are a few dimensions that have changed in these areas. The RPZ may become shorter on the north end. The FAA will have to agree to shortening the distance. Chamblee and the FAA will have to agree to this.
- l. Approach Lighting – Potential MALSF to MALSR Upgrade
- i. Extending approach lighting for runway 21L could improve instrument minimums.
- m. Planned VOR Closure
- i. The FAA will be closing the VOR shortly and we are talking with them about whether or not the space is available for other uses. The space could be utilized for t-hangar space, aviation museum or parking.
 - ii. The tower is going to be concerned how the runway will be accessed and whether or not it creates a safety hazard. We do not want to add crossings to the runways that cause safety issues.
 - iii. At the next meeting we will present potential improvements for this area after the facility is shut down.
- n. Landside Improvements
- i. Aircraft Storage
 - ii. Admin Building & Parking
 - iii. ARFFF (Fire Station)
- o. Aircraft Storage Capacity vs. Projections
- i. Based on our 20-year projections, we have evaluated the existing hangar and tie-down capacity. We have come up with a rough count of how



many aircrafts can be stored, but this varies due to the size of the aircraft. Over the next 20 years the projected growth of roughly 132 aircraft. Based off of our assumptions, it looks like their will need to be space for additional 64 aircraft.

- ii. There is an 8-year waiting list for t-hangars. There is a separate waiting list for corporate t-hangars, there are about 25 different entities on the list. There is a large interest to house their aircraft at PDK. We surveyed the individuals on the waiting list to see what their opinion and needs were as far as t-hangar space.
- iii. Question from the committee: Do we know what the current and the future need is? What is the aggregate number?
 1. Jim answers this is a continuous issue with neighbors, they think this is a sign of expansion. There is very little space at PDK to add hangar space. It is really just infill.
 2. Committee member adds: We need to make this clear to the community that this is not expansion this is a capacity issue we are trying to alleviate.
 3. Mario adds that it is demand and need explaining to the community. The hangars being added are not adding operations. These are already aircrafts flying in and out of PDK, they are just unable to store their aircraft at PDK.
 4. Mario adds please speak out and support the issue of the misconception of expansion because that is not what the additional hangar space is for. We need someone to support us in public.
 5. Committee member adds the airport is green space. If the airport was to go away, the land would turn into apartment buildings that will cause more traffic and congestion. If the airport were to go away it could actually be worse than what it is today.
 6. Jim adds that what we are trying to promote is avoiding lost opportunities. There are several corporations looking to moving their headquarters here and choose not to due to the fact that the airport did not have hangar space for their planes.
 7. Committee member adds that people may interact with the fact that the area could be more congested and crowded with another apartment development going in.
 8. Mario adds we have been brainstorming already with ideas on how we can regulate and share the message. We will be coming back to this group for ideas and assistance for sharing our message. This master plan will take us to the next 20 years with



- development because we have an opportunity to repurpose the areas available to the airport currently.
9. Committee member adds that it is the best thing for the community, it makes sense for county and grows their tax base.
 10. Mario adds please feel free to send any ideas to the team.
- iv. Question from committee member: Have you ever considered shade hangars like they do out west?
 1. Jim answers they have looked into it for the existing tie downs.
 2. Mario adds yes, we have looked into adding shade and especially for the old t-hangars. The t-hangars are so old they can no longer find parts to fix or maintain the older hangar facilities. We are looking into it, just unsure when it will happen.
 - p. Admin Building & Parking Improvements
 - i. The master plan is looking into renovating and improving aspects of the building. The building is not ADA friendly, does not meet current code, asbestos is located in the building, lack of HVAC and inadequate parking. There is also inadequate space for the public. Spaces for public and community use will be looked into and implemented. Epps is next door and will have to consider ways to not interfere with their operations and also consider the cost. An architect is looking into a potential renovation of the building.
 - ii. At the next meeting, we will be providing potential concepts of the building.
 - iii. Question from committee member: Have you considered looking into connecting this building to the public, so they have access to the space?
 1. Jim answers yes, that they will be looking into incorporating spaces for the public to use.
 - q. ARFFF – Airport Fire Station Charlie 15
 - i. The fire station is a repurposed hangar. The county repurposed the hangar for the fire station. The facility was not designed to be a fire station and does not store their vehicles adequately. Another issue is that for emergencies it is not in a central location.
 - ii. We are thinking about relocating it to Southwest Quadrant area, so it will have direct access to the primary runways.
- VI. Jim addresses the next steps section of the presentation:
- i. At the next meeting, we will be providing solutions and concepts and environmental impact evaluation for the plans for the airport.
 - ii. The master plan will more than likely be submitted late this year.
 - iii. The public open house will be held next week on Wednesday July 17, 2019 at 6:00 PM – 8:00 PM at the Chamblee Civic Center.



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- iv. The master plan will more than likely be submitted late this year.
- v. The next committee meeting and public open house will take place in the fall.

The TAC meeting was dismissed at 2:56 PM.



Technical Advisory Committee (TAC) Meeting Minutes

The PDK Master Plan Intergovernmental Coordinating Committee met on Thursday, December 5, 2019 at 2:00 PM at the DeKalb Peachtree Airport Admin Building, Room 227.

The Technical Advisory Committee (TAC)

The TAC is comprised of airport users with substantial knowledge of technical aspects of the airport. Members are appointed by airport management and will include corporate pilots, flights schools, PDK - Airport Association, FBOs, airport leaseholders, airport businesses, PDK Air Traffic Control Tower, National Business Aircraft Association, Aircraft Owners & Pilots Association, and tie down/t-hanger tenants. Staff from the FAA and the GDOT are also invited.

TAC Meeting #4 Goals and Objectives:

- Review Development Options

Members Present: Tracie Kleine (GDOT), Joseph Robinson (GDOT), Harry Nuttall (Major Leaseholder), John Church (Major Leaseholder), Greg Christopher (Major Leaseholder), Dan Emin (Flight School 1), Dr. James Frank (T-Hanger)

Members Absent: Trey C., Chris Primrose, Patrick O'Neil (Major Leaseholder), Evanthe Papastahis (Flight School 2), Greg Voos (NBAA Rep), James Storm (FAA Facilities Rep), Russell Fagan, Patrick Whitmore (FBO – EPPS), Lexis Crosby (PDK ATCT), Howard Joe (T-hanger), John Barnett (PDK Pilot Association Rep), Shane Dale (FBO – EPPS), Lori Bell (AOPA Rep), Mark Clark (Tie Down 2), Randy Carpenter (Tenant), Barbara Bowman (Tie Down 1), Paul Reynolds (Atlantic FBO), Joe McCarty (PDK Pilot's Association)

Others Present: Airport Director Mario Evans, Jim Duguay of Michael Baker, Fola Shelton of Michael Baker, Joseph Snyder of Michael Baker, Mackenna Perkins of Michael Baker, Erika Dorland of Smartegies, Donya Edler of Smartegies and Regan Radakovich of Smartegies.

The TAC meeting began at 2:05 PM.

- I. Erika Dorland from Smartegies welcomed the committee to the meeting and introduced herself and encouraged others to introduce themselves.
- II. Jim Duguay begins the presentation by identifying where we currently are in the master planning process: development options. We are a little over one year into a two-year project. Since we last met, we have been working on a needs assessment. Tonight, we are here to review some of the development options that we are looking at. These are not necessarily the improvements that the airport will do, but they are the ones we are looking at as part of the master plan process. We will be hosting another public



workshop in Q1 of 2020 and hope to be finished with the master plan by the end of summer 2020.

- III. Mackenna reviews the Development Concepts/Alternatives for the Admin Building Redevelopment.
 - a. PDK conducted a feasibility study analysis of the existing admin. The study took into consideration all of the engineering elements that are currently existing within the building such as electrical, mechanical, plumbing, safety of the building and the roofing and also compared it to the future needs of the airport and surrounding community. There were a couple concerns of the existing building which lead to the study; the building is not ADA friendly, lack of parking and lack of HVAC control.
 - b. The study provided us with 3 different concepts and a parking concept:
 - i. Existing Admin Building and Parking
 - ii. Admin Building Re-Development – Concept 1
 - iii. Admin Building Re-Development – Concept 2
 - iv. Admin Building Re-Development – Concept 3
 - v. Admin Building Re-Development – Parking Deck Concept (First Level)
 - vi. Admin Building Re-Development – Parking Deck Concept (Second and Third Level)
 - vii. Admin Building Re-Development Costs
 - 1. Option A (Full Renovation): \$8 MIL
 - 2. Option B (Partial Renovation & New Addition): \$9 MIL
 - 3. Option C (Full Demo & New Building): \$10 MIL
 - 4. Parking Deck (~200 Cars with 16,000 SF Retail Space): \$7.3 MIL
 - 5. Mario adds that the funding will come from the enterprise fund. This is only a feasibility study as far as the schematic of what the building could look like. When we get closer to the start of the project, all things will be considered when choosing the concept option.
- IV. Jim introduces the next section of the presentation, SW Quadrant Update and invites Mackenna to review the status and concepts of the SW Quadrant Update.
 - a. For this project, we requested three variances with the city of Chamblee. The first variance request was to increase the retaining wall height from four feet to twenty-four feet, which was approved. The second variance request was to allow for barbed wire to be included on top of fencing to provide a secure top, which was also approved. We worked with the city of Chamblee to only approve the barbed wire to a certain area so that as you are driving down Clairmont Road there is a tree buffer and you do not have to see the barbed wire. The third variance request was to move the required streetscape from Hardee and Bragg



- Streets to Dresden Drive so that the community will benefit more from the upgrade since Dresden Drive is driven on more often.
- b. The variance requests have been approved and we are currently at the funding stage.
- V. Jim reviews the East Ops and Inert Landfill Area.
- a. The existing VOR, which is the radio-based navigation aid is being decommissioned by the FAA. All of the navigation aids in aviation are converting to GPS so the FAA is phasing out all of the ground-based facilities. With the removal of the VOR, there will be more of an opportunity to repurpose this area since there will not be constraints that were originally there with the VOR being located in that area.
 - b. In the 1990's, an inert landfill was started on the property. An inert landfill is a landfill where natural materials such as tree stumps, mulch and bricks from torn down buildings is dumped. This was buried with a thin layer of soil. This creates challenges for any type of construction in the area. It will cause an increase in cost due to geotechnical testing and more compactable soil that will have to be brought in in order to build on the land.
 - c. The east ops area can be developed rather quickly.
- VI. Jim reviews the VOR Area Alternatives (Alternatives A, B & C)
- a. There are 3 possible alternatives we are looking at to develop in the VOR area. This is really the only area we have the opportunity to build anything new on the property.
 - b. The airport has been in discussion with a non-profit group about building an aviation museum at the airport. We have been asked to identify potential locations for the museum as part of the master plan. They would prefer to have a hangar be a part of the museum to store vintage aircrafts.
 - c. Jim reviews the different t-hangar layout options.
 - d. All of these plans are conceptual, and we are just trying to show the ideas we have come up with thus far.
 - e. There are also costs that we will have to consider when choosing one of the alternatives and phasing schedule will have to be put in place.
 - i. type of leasing agreement. We will evaluate the fueling access further.
- VII. Jim reviews the Hangar Capacity Based on Forecast Demand at PDK Airport.
- VIII. Jim reviews the North Runway Protection Zone (RPZ) Redevelopment.
- a. RPZ Reduction and Potential Land Use Changes
 - i. In the RPZ's we do not want new development that causes congregation of people.
 - ii. There is a possibility the RPZ will decrease and what this does is reduces the land restrictions in the area where the current RPZ is. The airport bought this land in the 1990's, so they will have the option to sell or lease



the land to be redeveloped. We are proposing the land be used for non-aeronautical land use, which means it could be used for non-aviation purposes in the future. Although, it would have to be compatible with noise, so it could not be anything too tall or receptive to noise such as hospitals, schools and residential. It could be a park or retail as well. For a park, there should not be any bird attractions.

- iii. We will work with the City of Chamblee for the best use of the land.
- iv. The airport has had some issues with people using some of the vacant land north of the RPZ. Mario has been in discussion with the City regarding the vacant land.
- v. Mario adds that he has been working with the City because there has been a lot of dumping going on, homeless people, soccer games so we have been working with Chamblee PD to secure and guard the area. This will leave us with the possibility to use the land for non-aeronautical purposes as revenue for the airport. The City of Chamblee has already expressed interest in expanding their public works facility that abuts the property.

b. Approach Lighting Upgrade

- i. On the north side, we are looking to upgrade the approach lighting. We want to convert the system to add flashing strobe lights that will be pointed up towards the flight path. The lights help pilots see the runway easier. The new approach lighting could potentially lower weather minimums.

c. Existing Sanitation

- i. The County stores extra waste bins, trucks, an underground fuel tank and has admin offices on the site. This site is too close to the runway and does not meet FAA standards. In order to uphold safety standards, we have evaluated the land surrounding the airport to relocate the facility. We are trying to find the best option, so it is not a disturbance or eye sore to the community driving down the road. One of our ideas is to relocate the sanitation site to the area that will be available once the RPZ is adjusted (on the north side). Mario has been speaking with the sanitation department to discuss the possible relocation of the facility.
- ii. We do not think that the decision will happen until after the master plan is over.

d. Sanitation Relocation Alternatives

e. Sanitation Relocation

IX. Jim reviews Miscellaneous Improvements.

a. T-Hanger Replacement



- i. The airport currently owns 4 t-hangar spaces (in area depicted) and Epps owns 3 t-hangar spaces. The manufacturer no longer produces the t-hangars that are currently on the property. The airport would like to replace all of the t-hangar spaces in the area with more up to date facilities.
 - b. Shade Hangar (Upgrade) & North Ramp Shaded Tiedown
 - i. Shade hangars are a cheaper version of a t-hangar, the shaded feature would be an extra value to the tiedown tenants. We are looking at the north ramp as a possible location. If the airport does install the shade hangers, they could charge a monthly premium to the tenants.
- X. Mackenna reviews Long Term Pavement Maintenance and Schedule and Costs.
 - a. The state puts together a pavement evaluation, which is where they assess all pavement on the airfield. They assign a pavement condition index (PCI) value, and the PCI value determines when the pavement needs to be replaced and the repair method proposed.
 - b. The schedule and costs allow us to analyze the pavement evaluation and extend it over a 20-year analysis. This provides an overall look as to how we can prioritize the pavement improvements and repairs over the next 20 years.
- XI. Jim address next steps.
 - a. We are going to continue reviewing the options.
 - b. Public Workshop will be hosted early next year.
 - c. Obstruction Analysis/Approach Improvements
 - d. Implementation Plan Cost (Cost, Feasibility, Environmental Considerations, and Phasing)
 - e. Be on the lookout for meeting materials and meeting minutes that will be uploaded to the website.
- XII. Question from committee member: Referring to the RPZ diagram, what is the benefit to the airport for moving the RPZ?
 - a. Jim answers the airport owns 20 acres of land in that area that would become available after altering the RPZ and the Airport would be able to earn revenue from leasing the land which would in turn be reinvested into maintenance and improvement of the airport.

The TAC meeting was dismissed at 2:38 PM.