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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.