



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, Enrique Bascuñana (Doraville 2), Dunwoody 1 Representative, Dunwoody 2 Representative, DeKalb County 2 Representative, Dan Reuter, Parag Agrawal (DeKalb County 1), Linda Abrey (Brookhaven 2), Catherine Lee (Chamblee 2), Bryan Hobbs (MARTA), Dan Reuter, Larry King

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 Dutro (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.
 - I. 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.