



## 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), Harry Nutall (Southern Company), Russell Pizzuto (Globe Building)

**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)

TAC 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 TAC Committee meeting was dismissed at 2:56 PM.