



## 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.