



## 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.