



Annual Report

DeKalb Peachtree Airport Noise Information Office

2011

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Airport Noise & Environmental Technician
Date: 1/09/2012



Introduction

The DeKalb-Peachtree Airport is located in an aircraft noise sensitive area surrounded by residential communities. The Good Neighbor Program has been developed to reduce aircraft noise levels in the vicinity of the airport. The Good Neighbor Program is a multi-faceted program that uses many approaches toward the same goal.

The goal of PDK's Good Neighbor Program is to reduce overall aircraft noise disturbances. The program solicits airport user involvement and community feedback in reaching and maintaining these goals. Public participation is essential in helping us gauge and better understand what is occurring in your community. Participation and knowledge are the keys to its success. The Airport noise staff takes appropriate action by verifying the source of complaints using our Noise Operating Monitoring System (NOMS) allowing us to educate pilots and aircraft owners/operators as well as the community. We will continue to work daily with our community, pilots and the FAA in effort to lessen the impact of aircraft operations on our airport neighbors.

This report is a summary of airport operations, noise disturbances and overall comments for the year. For more information on PDK's Good Neighbor Program, contact the Noise Information Office at (770) 936-5442 or visit the airport's web-site at 'www.pdkairport.org'.



Good Neighbor Program

- **High Noise Events** – A single high noise event is an aircraft operation over 90.0 dBA, Lmax monitored 24 hours a day at four noise monitor sites within the community. Those operators who exceed the threshold will be contacted by Airport Management.
- **Voluntary Night Curfew** - All operators are strongly encouraged not to operate between the hours of 11pm to 6am local time, eastern standard. Those operators who operate during the curfew period will be contacted by Airport Management.
- **Traffic Pattern Altitudes** – 2000' Mean Sea Level (MSL) for Single Engine Aircraft
2500 MSL for Multi Engine / Turbine
- **Touch-and-Go Operations** – The practice of touch-and-go operations at outlying fields whenever possible is highly encouraged. These operations are discouraged from 10pm to 7am daily and Sundays between 11am and Noon. Climb to 500' AGL prior to turning crosswind. Aircraft should vary the pattern so as not to overfly the same area each time.
- **Prior Permission Required** – Aircraft with certificated take-off weight over 75,000 lbs. Military aircraft must contact Airport Management prior to landing at PDK.
- **Maintenance Runups** – Runups for maintenance are discouraged from 10pm to 7am. A specific area in the center of the airport is designated for maintenance operations.
- **Use of Reverse Thrust** – Due to the noise generated by aircraft utilizing reverse thrust upon landing, particular during night hours, the Airport recommends the use of minimum reverse thrust necessary for safety.

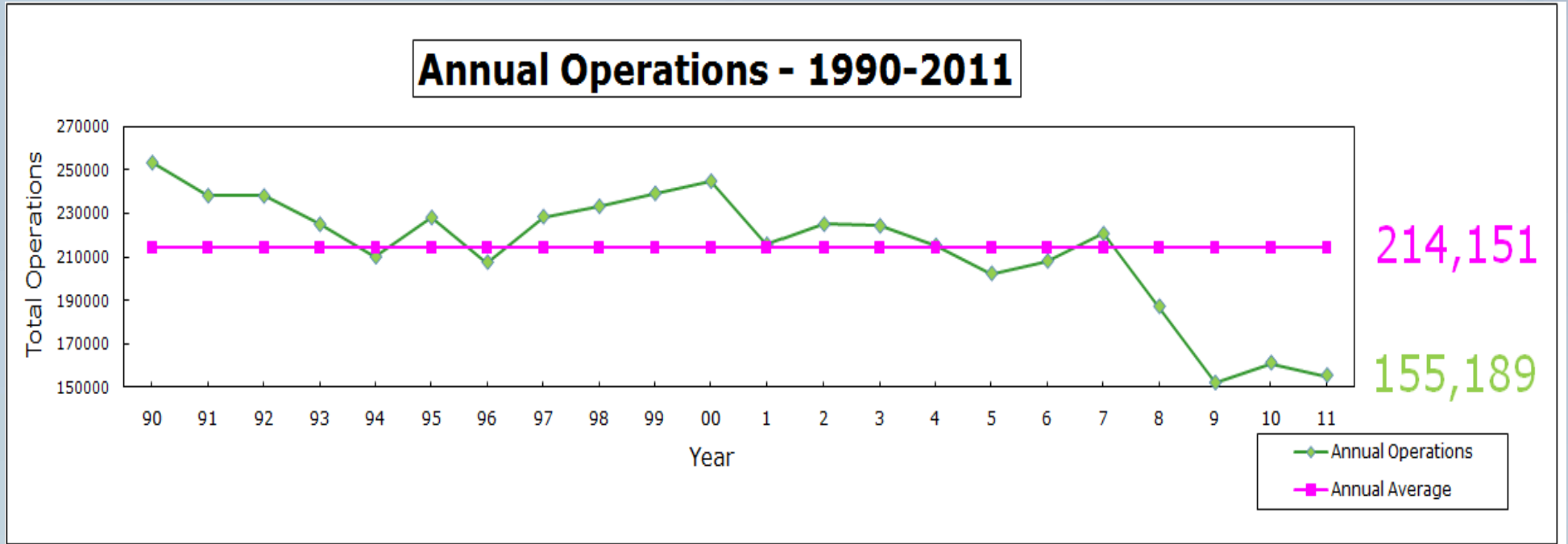


Good Neighbor Program cont'd.

- **Climb Profile** – Pilots should fly Vx or Vy (Vx is preferred) at max power until reaching the airport boundary. Upon crossing the airport boundary, pilots should slightly reduce power while maintaining a safe rate of climb until reaching 3000' MSL, resuming normal climb procedures thereafter.
- **Early Turnouts** – Early turnouts over noise sensitive residential areas or prior to reaching 500' Above Ground Level (AGL) are discouraged. Whenever possible, turnouts at 1000' AGL or greater are preferred.
- **Preferential Runway** – When the tower is closed and safety permits, Runway 2R is preferred for departures.
- **Final Descent** – Commensurate with safety, all aircraft should maintain 2000' MSL until reaching the Final Descent Point. Try low power or gliding landings and avoid low, dragged-in approaches (jet aircraft may use NBAA procedures instead) .
- **Helicopter Procedures** – All helicopter operators are encouraged not to over fly residential neighbors and to use highways & MARTA / CSX railroad tracks into and out of the airport.

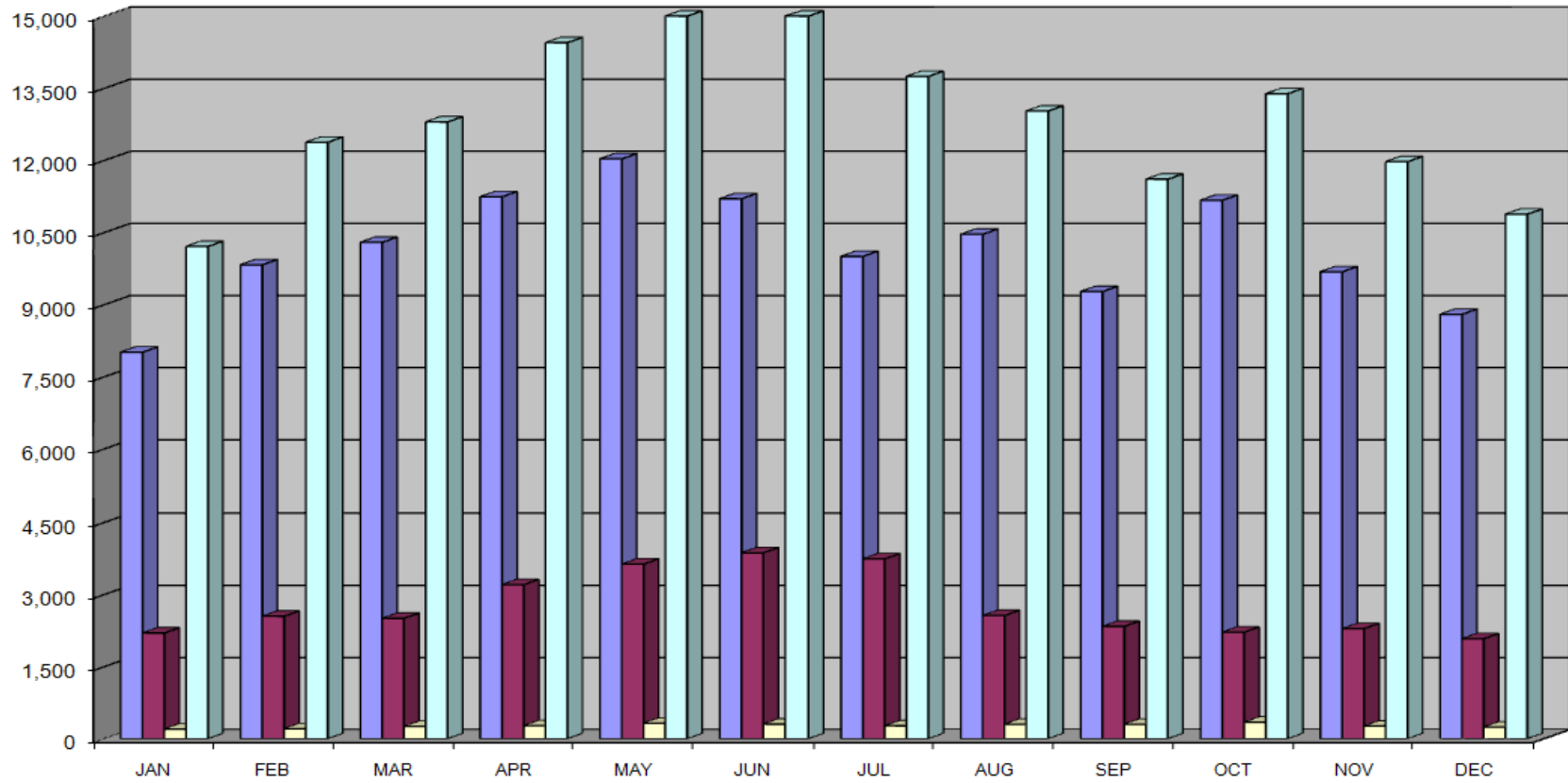


Aircraft Operations Summary



<i>Year</i>	<i>Annual Operations</i>	<i>Year</i>	<i>Annual Operations</i>
1990	253,398	2001	215,652
1991	238,148	2002	224,959
1992	238,008	2003	224,187
1993	224,579	2004	215,172
1994	209,911	2005	202,251
1995	228,060	2006	207,981
1996	207,416	2007	220,576
1997	228,479	2008	187,006
1998	233,233	2009	151,714
1999	239,230	2010	160,948
2000	244,879	2011	155,189

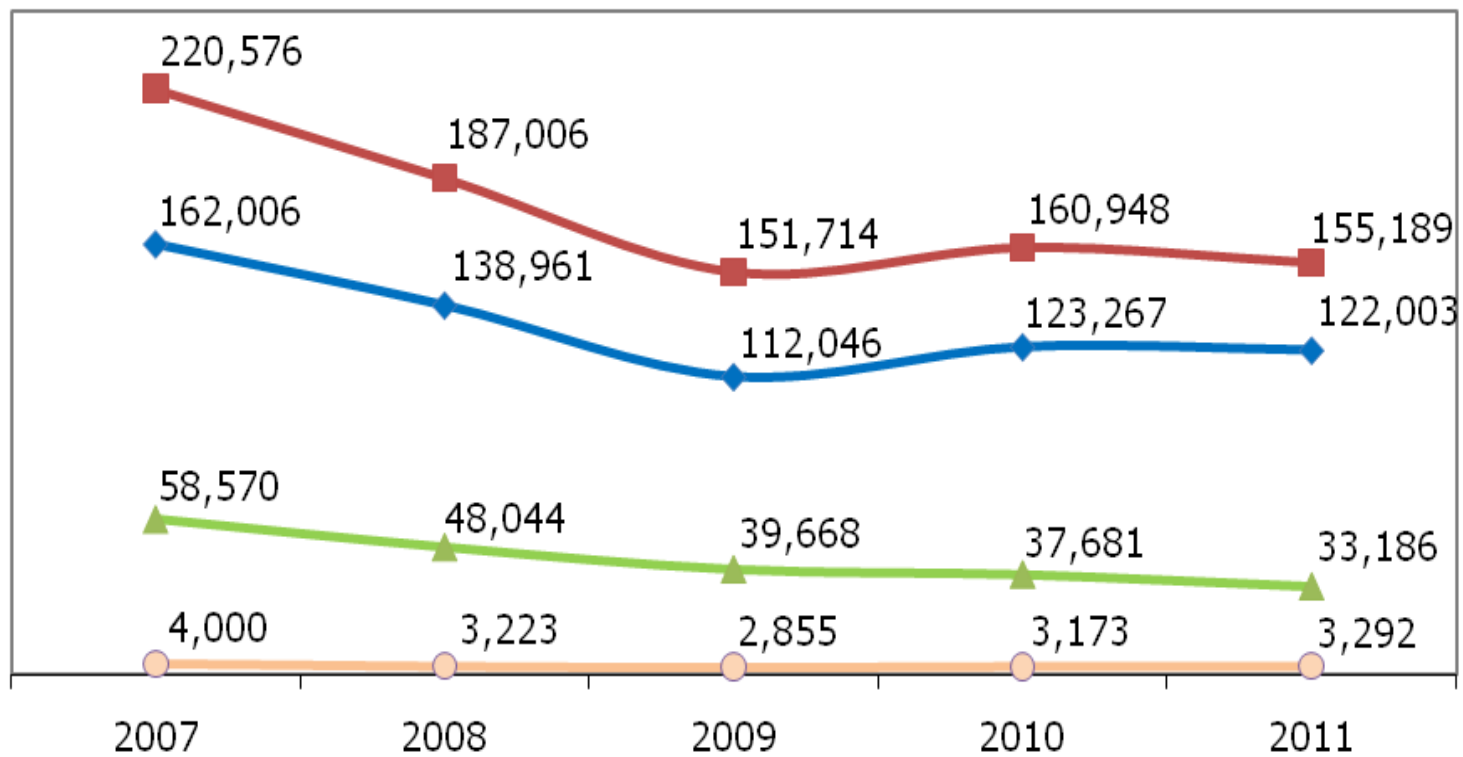
2011 Aircraft Operations Summary - By Type



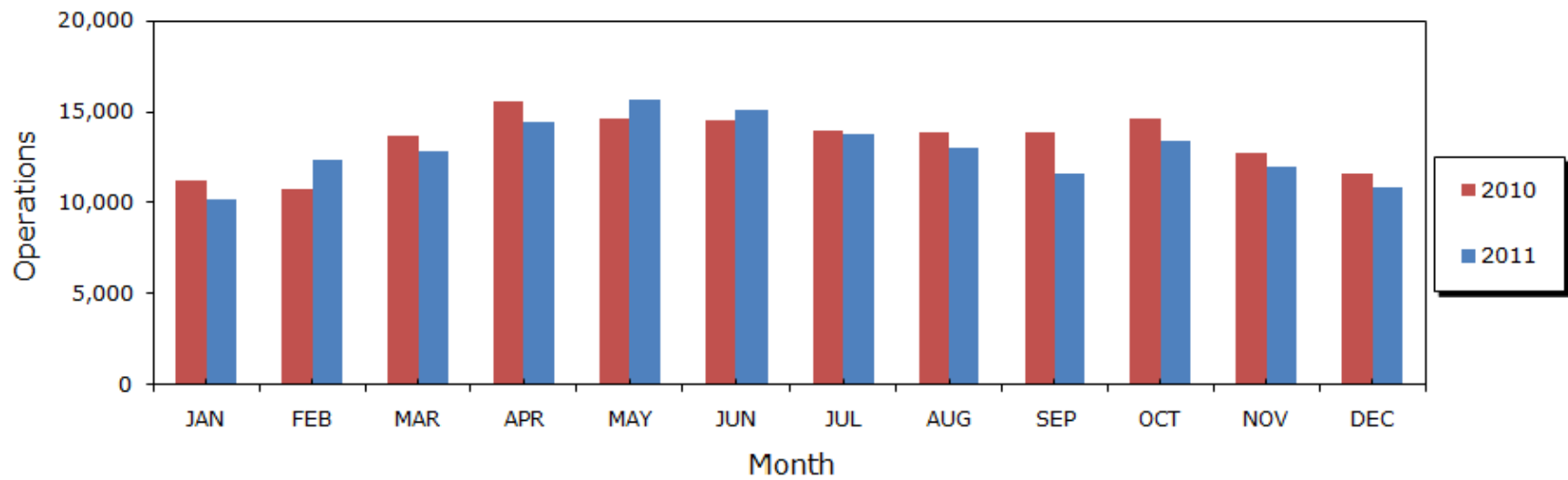
	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
■ Itinerant	8,010	9,829	10,296	11,243	12,032	11,202	10,004	10,463	9,272	11,171	9,683	8,798
■ Local	2,199	2,548	2,504	3,205	3,632	3,868	3,742	2,563	2,337	2,216	2,290	2,082
■ Voluntary Curfew	201	208	255	270	323	304	268	302	302	342	262	243
■ Total Operations	10,209	12,377	12,800	14,448	15,664	15,070	13,746	13,026	11,609	13,387	11,973	10,880

Total Aircraft Operations Summary - By Type

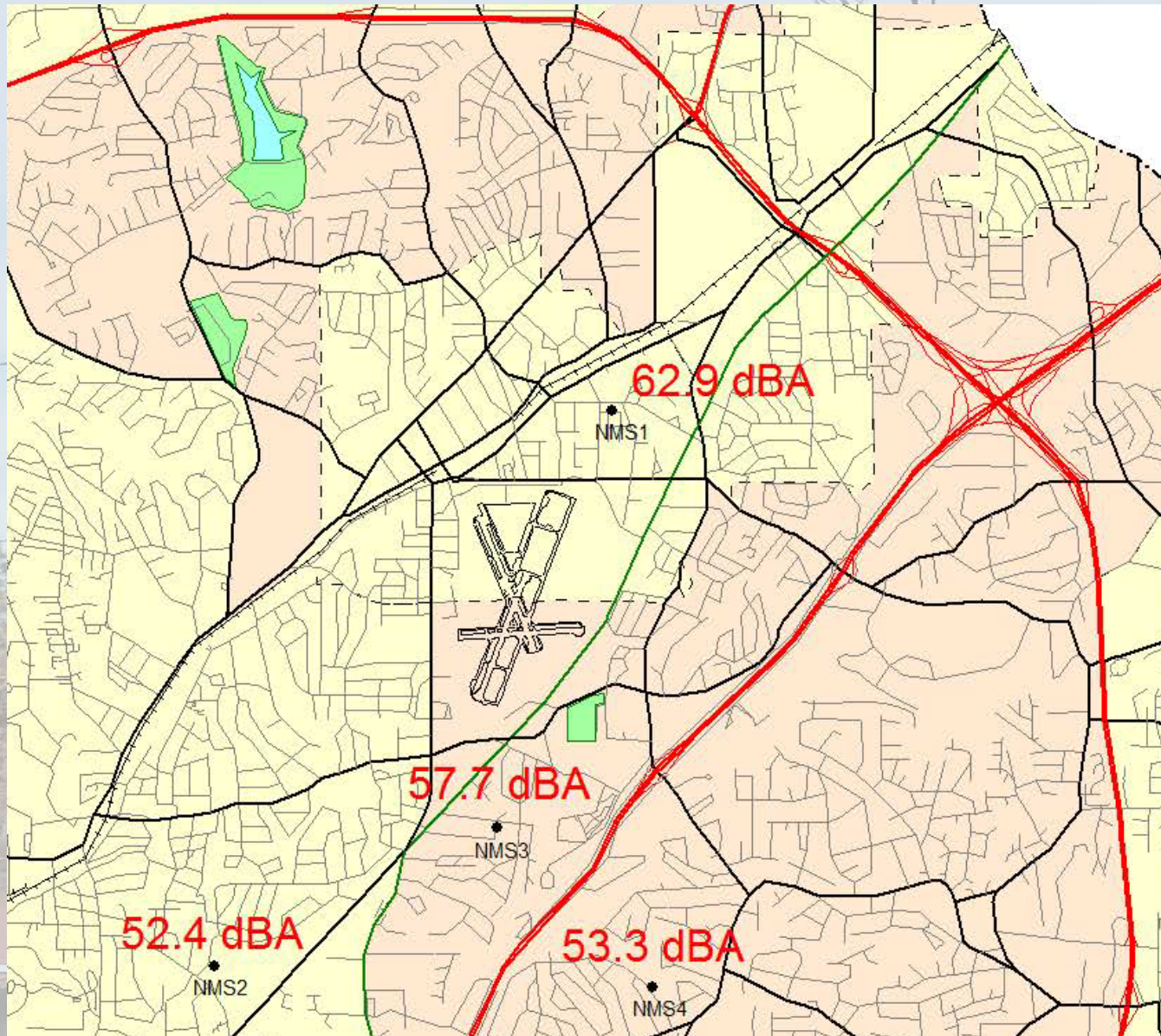
■ Total Operations ◆ Itinerant ▲ Local ● Voluntary Curfew Ops



Monthly Aircraft Operations Summary - Total



Annual Noise Levels at Monitors

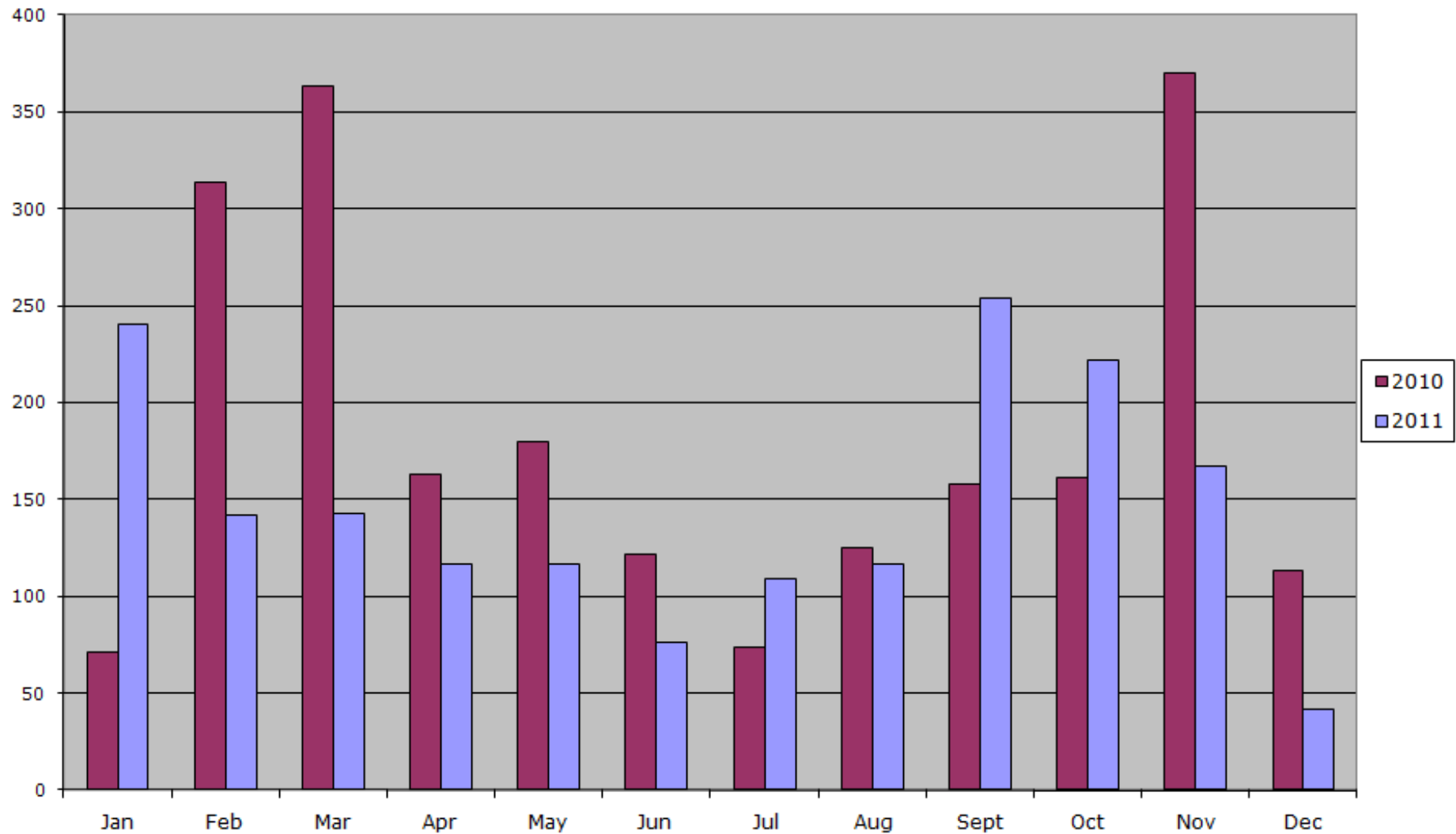


Noise Terminology

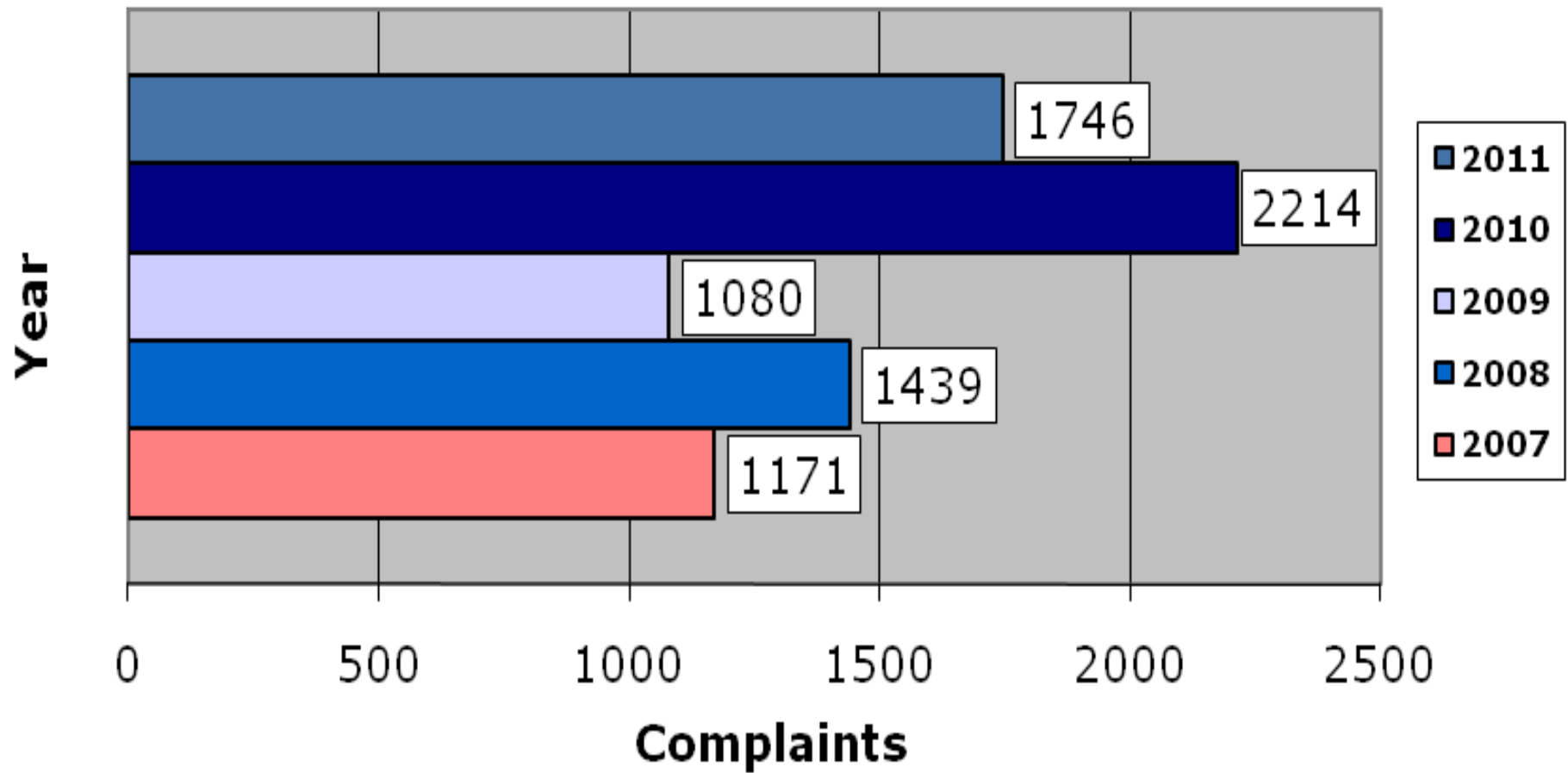
- *Decibels (dB) are the unit of measurement on the loudness scale. Decibels that a human can hear are called “A-weighted” or “dBA” on the sound frequency scale.*
- *The decibel scale is logarithmic, not linear. The smallest detectable change 1 dB, 3 dB for a human, is readily detectable; 10 dB seems twice as loud.*
- *L_{max} – is the maximum A-weighted sound level for a given event – the highest level registered on the scale or meter; is not related to the duration for the event.*
- *LDN (DNL) – is a 24-hour time-averaged sound exposure level. It is the noise metric of choice in the aircraft sound level measurement. It is also used to define noise contours of equal exposure. All Federal agencies have adopted DNL (LDNA) as the metric for airport noise analysis. (Day Night Level) (Day Night Level A-weighted)*
- *Leq – is the steady A-weighted sound level over any specified period. It is used to identify the average sound level over a given period of time.*



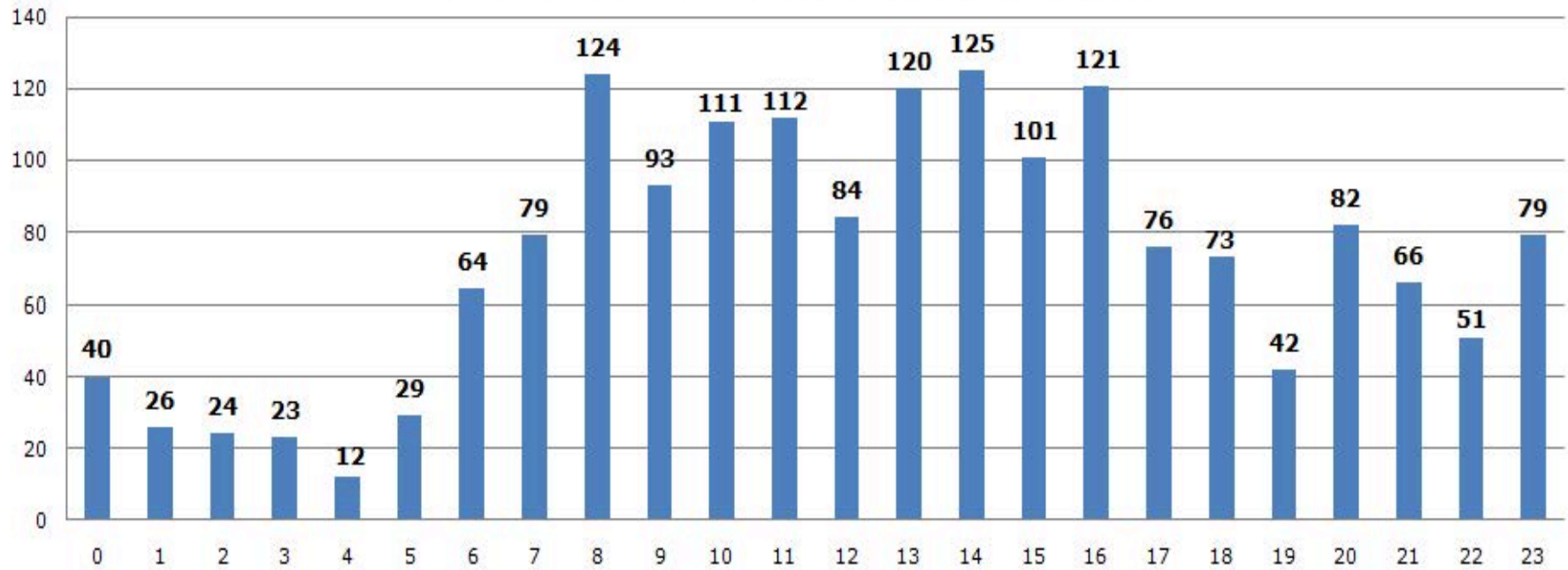
Noise Complaints by Month



Annual Noise Complaints



2011 Noise Complaints by Hour

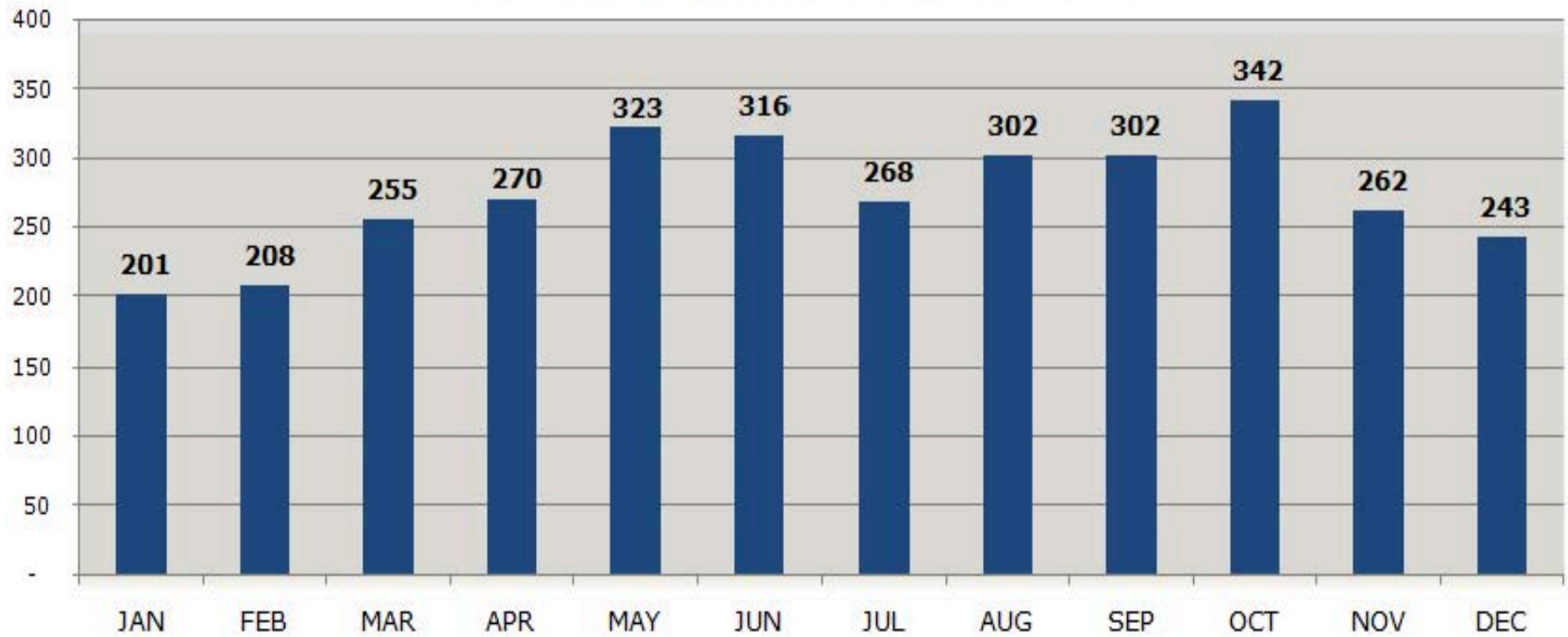


HOURS

Total Complaints = 1,757



2011 Voluntary Curfew Ops



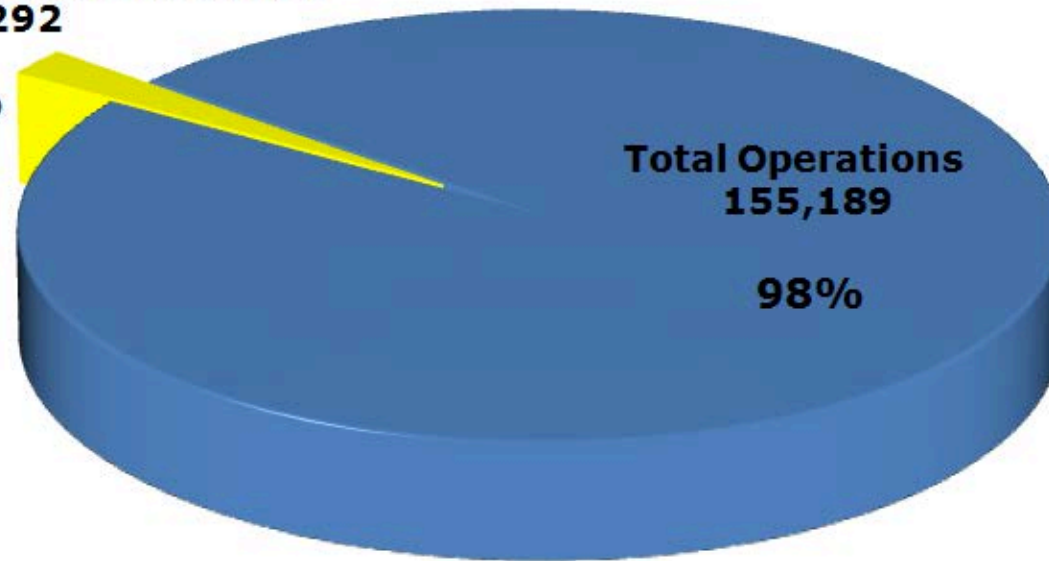
Total Complaints = 3,292



2011 Comparison of Total Operations to Curfew Operations

Voluntary Curfew Operations
3,292

2%

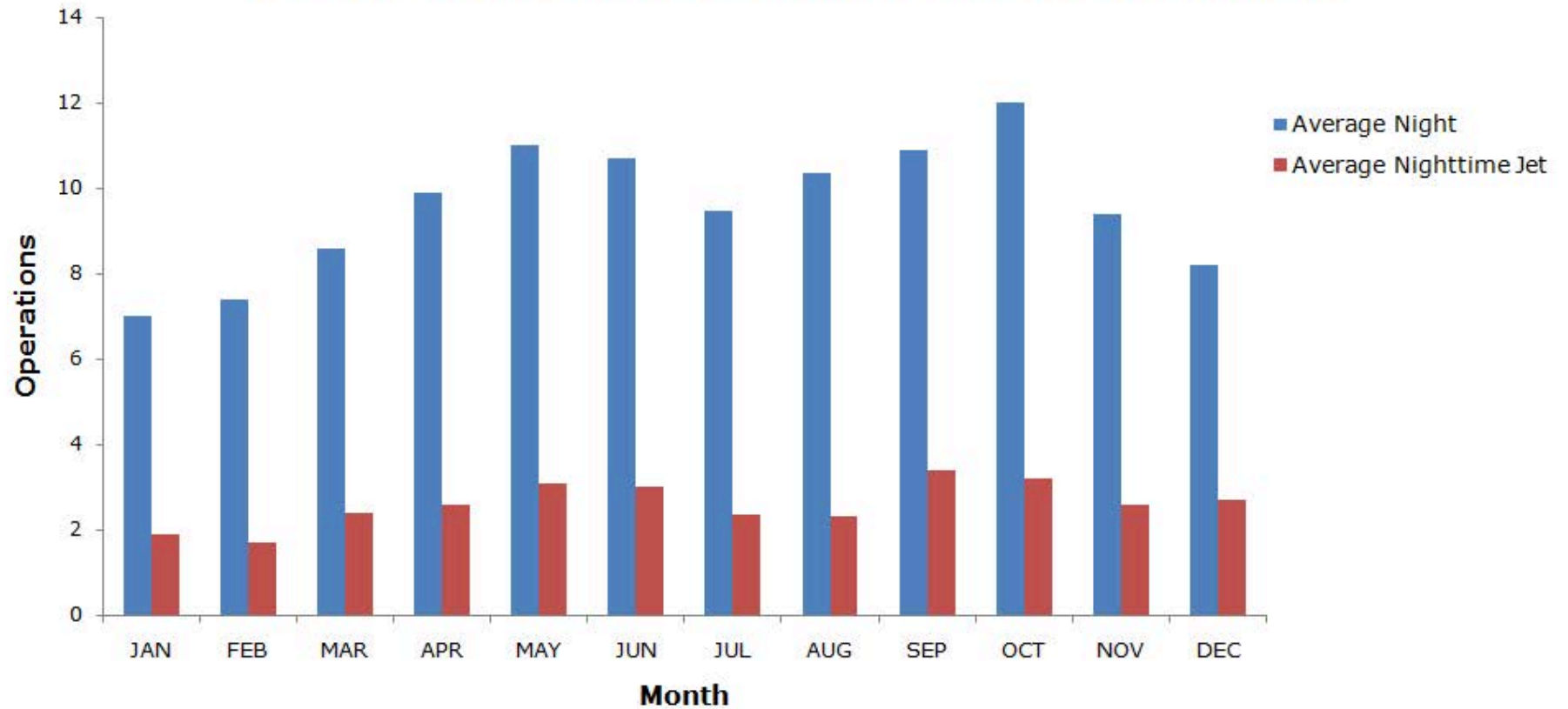


Total Operations
155,189

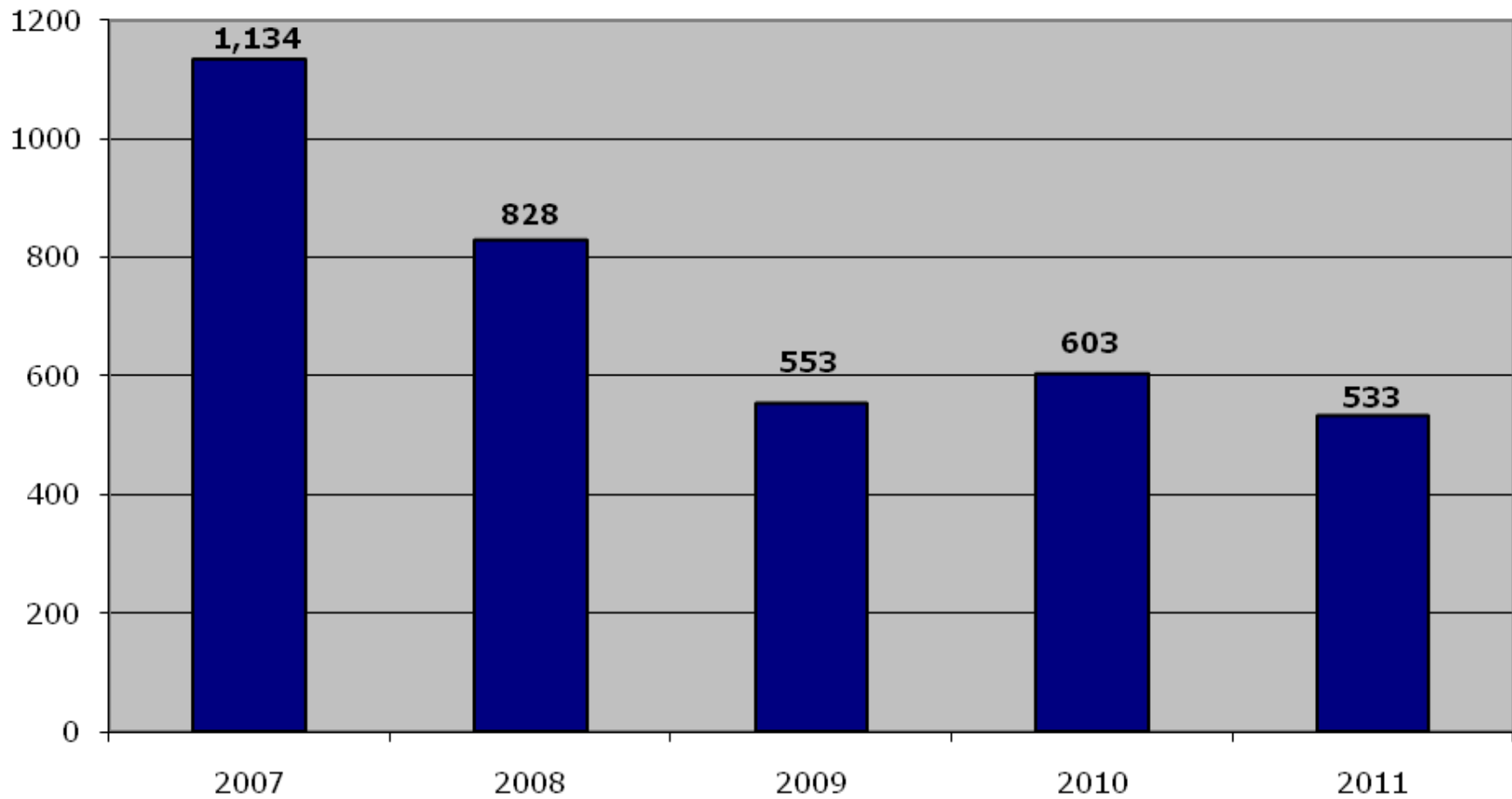
98%



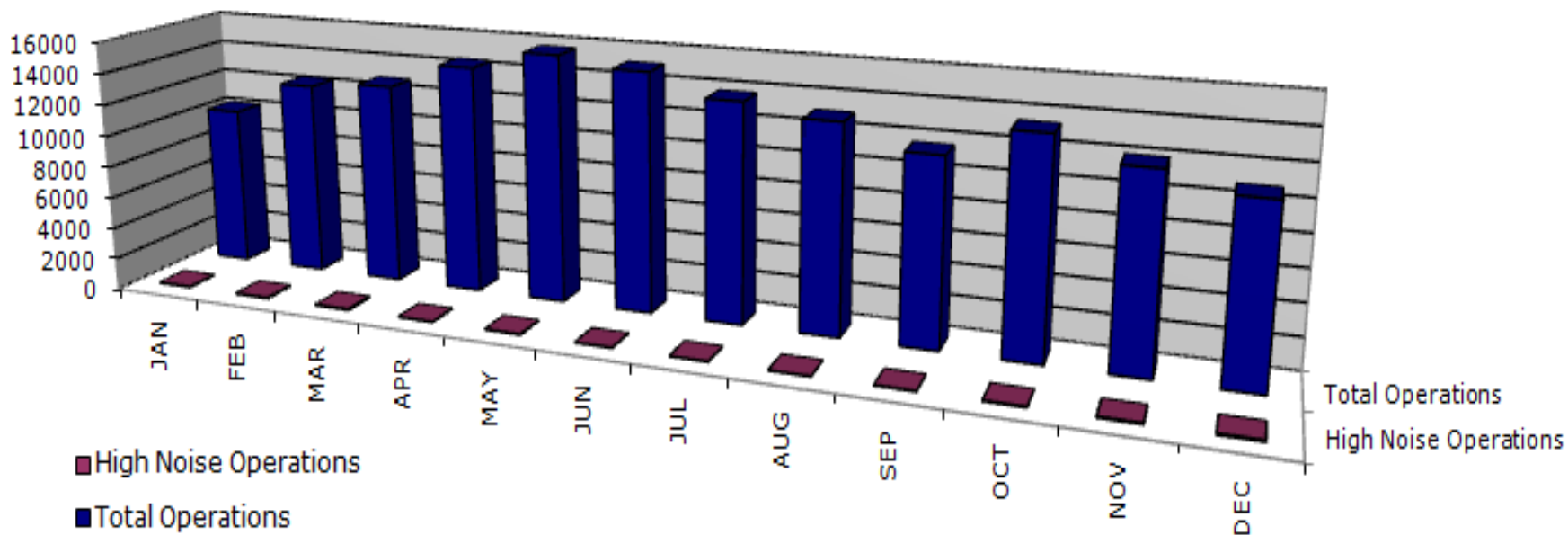
2011 Average Night Voluntary Curfew Operations



High Noise Events



2011 Proportion of High Noise Events to Total Operations



	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
■ High Noise Operations	49	57	65	30	41	25	24	21	35	46	61	79
■ Total Operations	10,209	12,377	12,800	14,448	15,664	15,070	13,746	13,026	11,609	13,387	11,973	10,880





Community Outreach

Contact our staff by:

Telephone : 770.936.5442

Email: pdknoise@co.dekalb.ga.us

Face Book: <http://www.facebook.com/pages/PDK-DeKalb-Peachtree-Airport/205886864195>

Fax: 770.936.5446

Find more information on our website

www.pdkairport.org

