



Monthly Report

DeKalb Peachtree Airport Noise Information Office

April 2012

Prepared By:

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Airport Noise & Environmental Technician

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Introduction

The DeKalb-Peachtree Airport is located in a highly aircraft noise sensitive area surrounded by residential communities. The primary goal of the Good Neighbor Program is a community-based program aimed directly at the reduction of 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.

PDK's Good Neighbor Program strives to reduce overall aircraft noise disturbances, by soliciting airport user involvement in reaching and maintaining this goal. Participation, knowledge, and cooperation are the keys to its success.

This report is a summary of airport operations, noise disturbances, follow-up letters, and overall comments for the month. 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'.

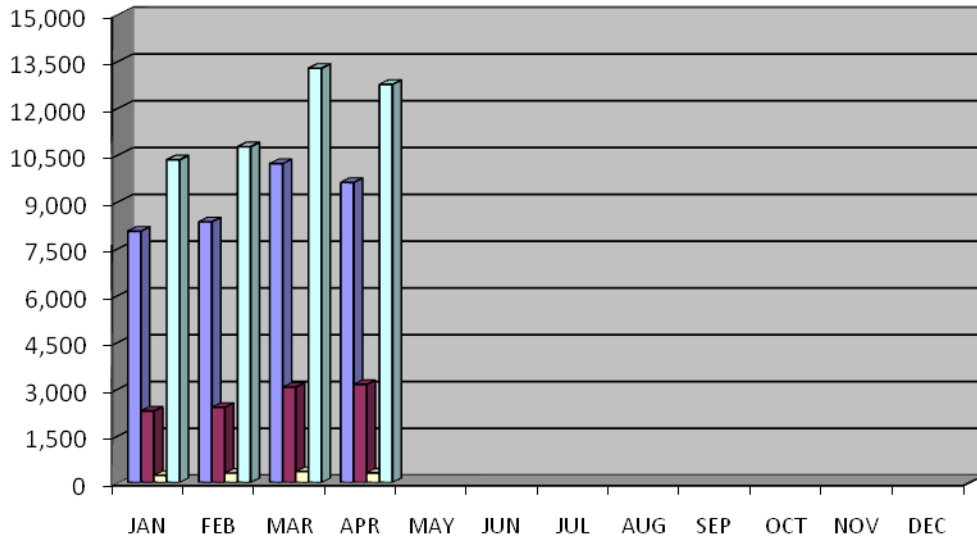
Aircraft Operations Summary

	This Month	This Month Last Year	5 Year Average for Month
Total Operations	12,759	14,448	14,485
Itinerant	9,617	11,243	11,088
Local	3,142	3,205	3,397
Voluntary Curfew Ops	305	270	288
Prior Authorization (75,000 Pounds)	60	1 noise disturbance calls associated with these flights. 0 voluntary curfew ops were associated with these flights.	

Definitions:

Prior Authorization (Section 6-93 County Code)	Aircraft certified by the FAA with a max gross take-off weight greater than 75,000 pounds
Operation	One take-off or landing. Touch-and-go counts as two operations
Itinerant	Non touch-and-go operations
Local	Operations within 20 miles of Airport
Voluntary Curfew Ops	Operations that occur during the hours of 11:00 p.m. and 6:00 a.m.

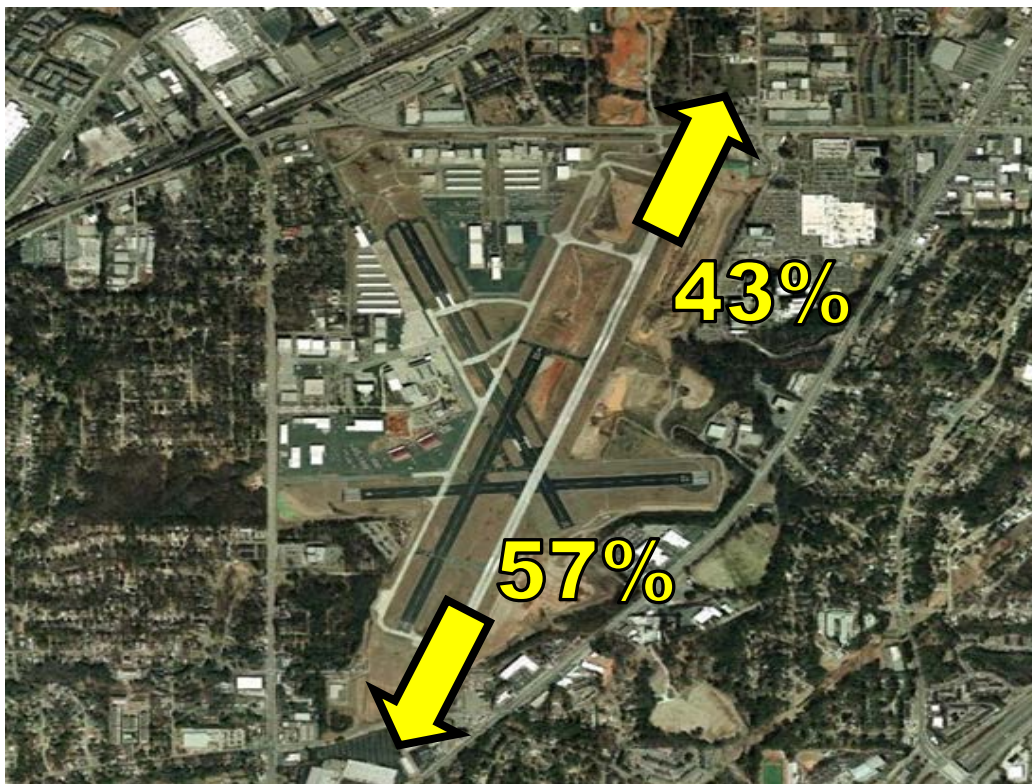
2012 Aircraft Operations Summary - By Type



	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
Itinerant	8,054	8,358	10,222	9,617								
Local	2,290	2,405	3,054	3,142								
Voluntary Curfew	226	301	350	305								
Total Operations	10,344	10,763	13,276	12,759								

Runway Mode of Operations

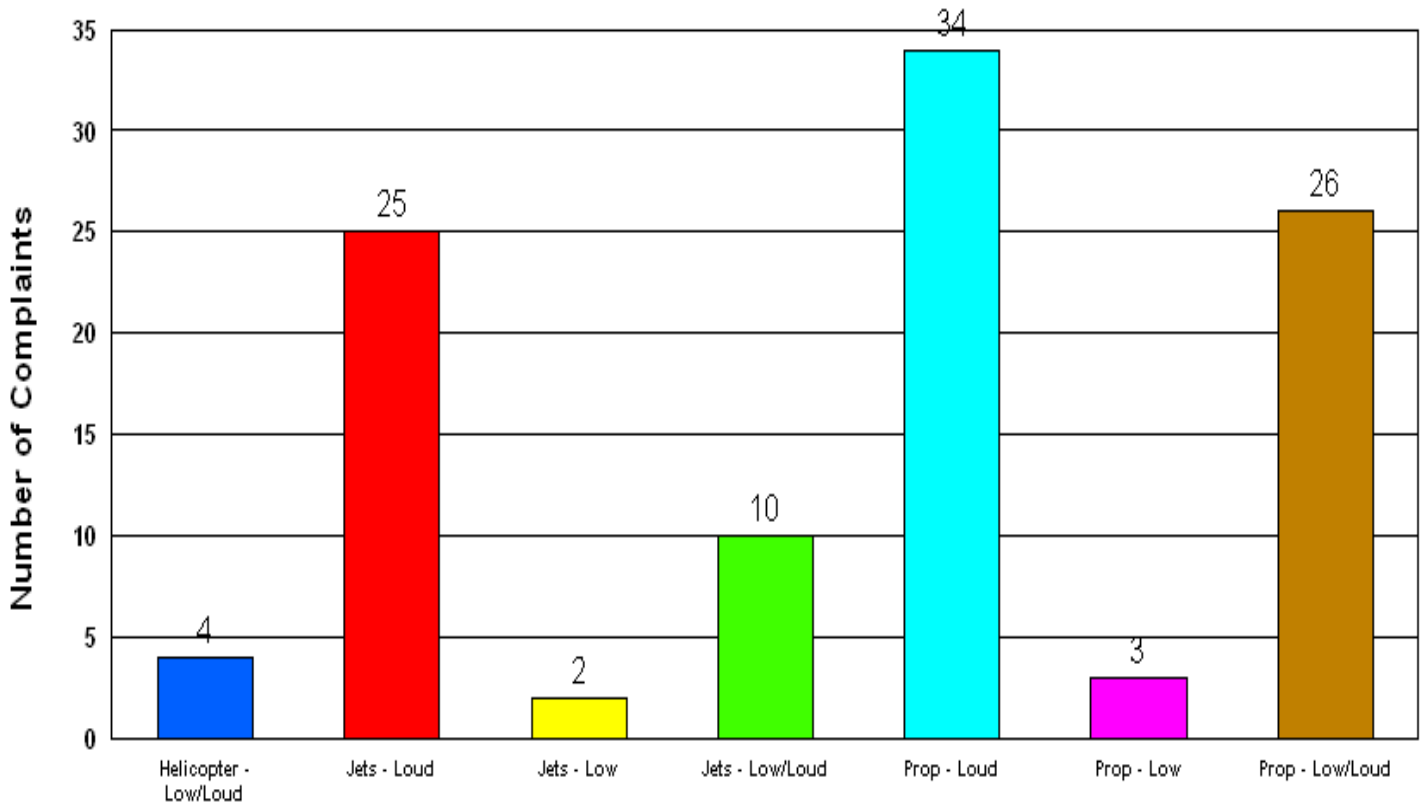
Directional use of runways has a major effect on flight patterns and the areas affected by these flight operations. Weather and wind direction generally determines runway selection. When the tower is open the FAA Air Traffic Control Tower determines directional use of runways.



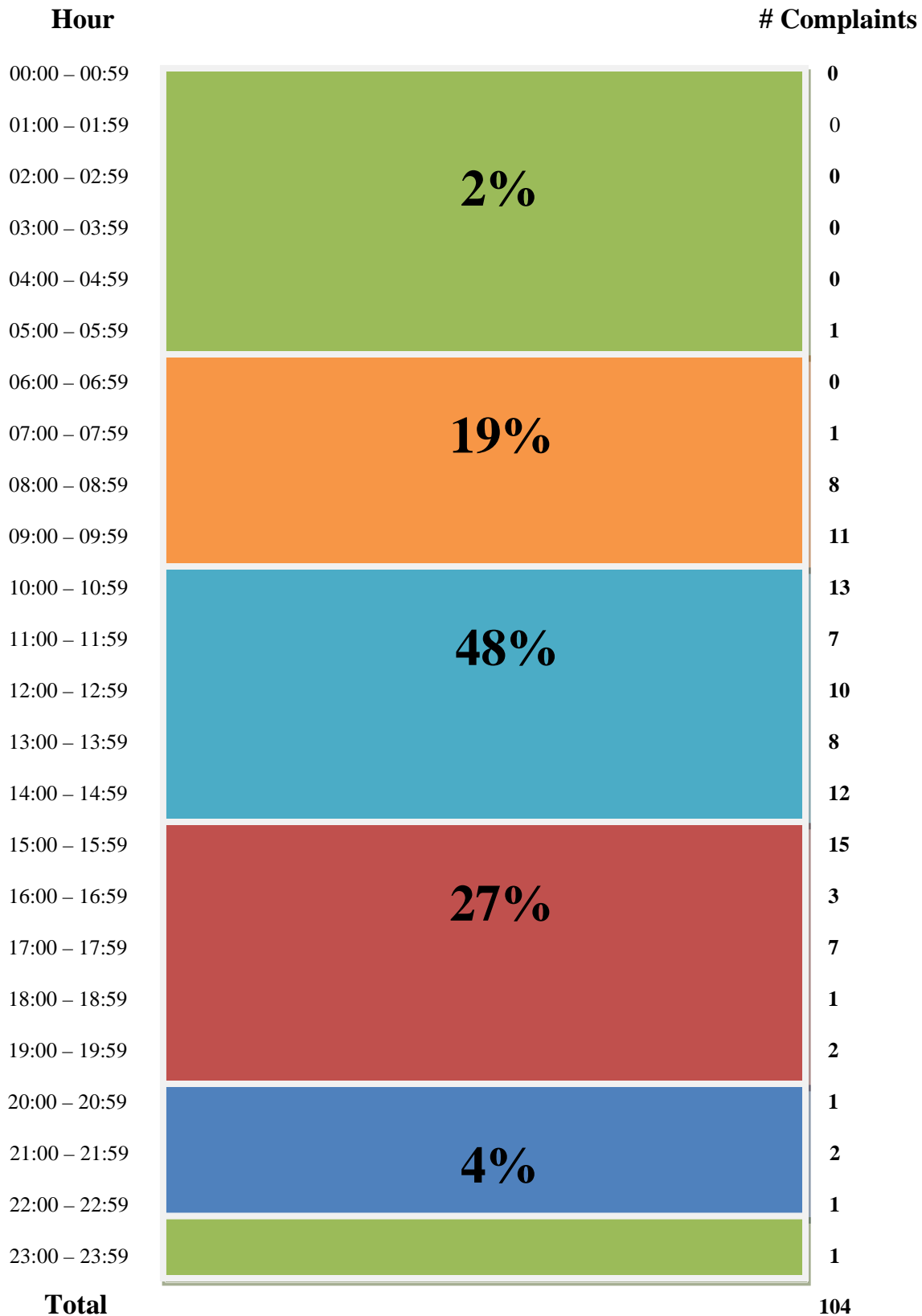
Noise Disturbances Reported

PDK maintains a hotline that permits residents to report unusually loud aircraft over-flights. (770) 936-5442

Total complaints for the month	Monthly Complaint Average 2012	Reports per Household <i>(minus top two/Households)</i>	Reports per Household <i>All Inclusive</i>
104	69.5	1.8	6.5



Complaints by Hour



Complainants

Staples	Ashburn Lane, Atlanta 30319	1
F Moss	2538 Chectnut Landing, Atlanta 30360	4
J Moss	2538 Chectnut Landing, Atlanta 30360	3
Robinson	3747 Longview Drive, Chamblee 30341	1
Kindall	4546 Sharon Valley Court, Dunwoody 30338	1
Shannon	2516 Warwick Circle, Atlanta 30345	4
Lennon	1802 Tobey Road, Atlanta 30079	1
Smith	2459 Fair Oaks Road, Decatur 30033	1
Stross	2547 Cove Circle, Atlanta 30319	1
Brethour	1978 N. Ridgeway Rd. NE, Atlanta 30345	5
Link	2361 Ewing Drive, Atlanta 30319	1
Hull	4166 Tilly Mill Road, Doraville 30360	2
Snyder	3436 Allsion Drive, Doraville 30340	74
Shifflett	3223 Clairmont North, Atlanta 30341	1
Silver	2108 Meadowcliff Drive, Atlanta 30345	1
Younger	2030 Lenox Cove Circle NE, Atlanta 30319	3

Number of Complaints: 104

Number of Complainants: 16

Correlation of noise complaints to operations (NOMS)

Name	Offense Start	Flight Time	Rwy	Op	Equip	Flight ID	NMS	Lmax	
F. Moss	04-01-2012 09:44								
F. Moss	04-01-2012 09:48								
Snyder	04-01-2012 10:00	No Flight Data Available							
F. Moss	04-01-2012 10:02	0800hrs – 1400hrs							
Snyder	04-01-2012 10:25								
J. Moss	04-01-2012 10:53								
Snyder	04-01-2012 11:43								
Snyder	04-01-2012 13:25								
Younger	04-01-2012 17:04	04-01-2012 17:01:59	20L	D	BE58	N6729Z	NMS1	71.8	
							NMS3	75.9	
							NMS2	81.6	
Silver	04-02-2012 10:06	04-02-2012 10:05:15	20R	D	C650	N126MT	NMS3	81.0	
							NMS4	71.0	
Snyder	04-02-2012 12:50	04-02-2012 12:48:23	02R	D	UNKN	UNKN	NMS1	76.6	
Snyder	04-02-2012 12:58	04-02-2012 12:57:08	UNK	D	UNKN	UNKN	NMS1	72.2	
Snyder	04-02-2012 13:44	04-02-2012 13:41:33	UNK	D	UNKN	UNKN	NMS1	67.5	
Snyder	04-02-2012 14:16	04-02-2012 14:14:48	UNK	D	BE33	N1519W	NMS1	79.7	
Snyder	04-03-2012 08:47	04-03-2012 08:44:06	UNK	D	UNKN	UNKN	NMS4	70.1	
Snyder	04-03-2012 08:58	04-03-2012 09:00:25	UNK	A	UNKN	UNKN	NMS4	71.5	
							NMS3	68.1	
Snyder	04-03-2012 09:44	04-03-2012 09:43:52	UNK	D	UNKN	UNKN			
Snyder	04-03-2012 10:41	04-03-2012 10:40:05	UNK	D	UNKN	UNKN	NMS1	75.1	
Brethour	04-03-2012 13:58	04-03-2012 13:59:00	02R	A	LJ45	N454N			
Snyder	04-04-2012 08:05	04-04-2012 08:04:35	20L	D	GLF3	N30WR	NMS1	81.0	
							NMS3	90.5	
							NMS2	66.7	
Snyder	04-04-2012 10:38	04-04-2012 10:38:49	20L	A	UNK	UNKN	NMS1	76.1	
Snyder	04-04-2012 10:53	04-04-2012 10:53:42	20L	A	GL5T	N700LS	NMS1	82.5	
Snyder	04-04-2012 14:14	04-04-2012 14:14:11	UNK	D	UNKN	UNKN			
Robinson	04-04-2012 17:00	04-04-2012 17:01:33	20L	A	H25A	N502GF	NMS1	84.7	
Snyder	04-05-2012 08:50	04-05-2012 08:47:11	20L	D	H25B	N800QC	NMS1	74.5	
							NMS3	79.4	
							NMS4	67.4	
Snyder	04-05-2012 09:25	04-05-2012 09:25:57	UNK	D	C650	N173VP	NMS3	77.2	
Snyder	04-05-2012 10:30	04-05-2012 10:29:44	UNK	D	C310	N245BM			
Snyder	04-05-2012 10:35	04-05-2012 10:36:35	02R	D	P180	VNR180	NMS1	88.2	
Snyder	04-05-2012 11:01	04-05-2012 11:00:45	UNK	D	UNKN	UNKN	NMS1	70.1	
Snyder	04-05-2012 11:21	04-05-2012 11:20:01	02L	A	UNKN	UNKN	NMS4	68.2	
Snyder	04-05-2012 11:28	04-05-2012 11:26:55	02R	D	GLF3	N155MM	NMS3	80.5	
							NMS1	98.6	
J. Moss	04-05-2012 11:30	04-05-2012 11:26:55	02R	D	GLF3	N155MM	NMS3	80.5	
							NMS1	98.6	
Snyder	04-05-2012 11:31	04-05-2012 11:29:16	02R	D	BE20	N79RR	NMS1	78.3	
Snyder	04-05-2012 11:33	04-05-2012 11:33:02	02R	D	PC12	N672PP	NMS1	73.3	

Snyder	04-05-2012 12:20	04-05-2012 12:20:20	UNK	D	UNKN	UNKN	NMS3	83.1
Snyder	04-05-2012 12:33	04-05-2012 12:32:22	02L	D	C560	N210CM	NMS3	75.5
							NMS1	88.1
Hull	04-05-2012 21:31	04-05-2012 21:31:04	20L	A	P180	N773RC	NMS1	92.5
Snyder	04-06-2012 08:50	04-06-2012 08:49:20	UNK	D	UNKN	UNKN	NMS1	79.4
Snyder	04-06-2012 15:48	04-06-2012 15:45:33	UNK	D	UNKN	UNKN		
Snyder	04-06-2012 15:57	04-06-2012 15:52:05	UNK	D	BE9L	N909DK	NMS1	69.0
Brethour	04-06-2012 17:47	04-06-2012 17:48:49	02R	A	BE40	OPT438		
Brethour	04-06-2012 17:56	04-06-2012 17:57:27	02R	A	C560	N500FZ		
Snyder	04-08-2012 08:30	04-08-2012 08:33:20	UNK	D	UNKN	UNKN		
Snyder	04-08-2012 08:55	04-08-2012 08:58:04	UNK	A	UNKN	UNKN		
Snyder	04-08-2012 10:13	04-08-2012 10:12:29	UNK	D	UNKN	UNKN		
Snyder	04-08-2012 10:47	04-08-2012 10:48:33	UNK	D	PA27	N327DR	NMS1	83.4
Snyder	04-08-2012 16:04	04-08-2012 16:05:17	UNK	D	UNKN	UNKN		
Snyder	04-08-2012 17:02	04-08-2012 17:00:14	UNK	D	UNKN	UNKN		
Snyder	04-10-2012 09:30	UNKN						
Snyder	04-10-2012 09:40	04-10-2012 09:39:15	02R	D	UNKN	UNKN	NMS1	73.8
Brethour	04-10-2012 18:33	04-10-2012 18:34:44	02R	A	LJ45	N16PC		
Snyder	04-11-2012 15:03	UNKN						
Snyder	04-11-2012 16:05	04-11-2012 16:04:27	02L	D	UNKN	UNKN	NMS1	73.9
Stross	04-12-2012 12:11	04-12-2012 12:12:10	UNK	D	SR22	N5175L	NMS2	68.6
Snyder	04-13-2012 09:57	04-13-2012 09:56:17	UNK	D	UNKN	UNKN		
Hull	04-13-2012 19:25	UNKN						
Snyder	04-14-2012 12:40	04-14-2012 12:36:19	20L	D	UNKN	UNKN	NMS2	68.6
Snyder	04-19-2012 14:50	04-19-2012 14:50:59	UNK	D	UNKN	UNKN		
F Moss	04-19-2012 15:33	04-19-2012 15:32:45	UNK	D	LJ25	N125JW		
Kindall	04-19-2012 15:33	04-19-2012 15:32:45	UNK	D	LJ25	N125JW		
Younger	04-19-2012 21:43	04-19-2012 21:42:27	UNK	D	SBR1	N465BC	NMS3	73.2
							NMS2	66.1
Lennon	04-20-2012 05:40	04-20-2012 05:40:17	02R	D	BE40	EJA115	NMS1	88.3
Snyder	04-21-2012 13:55	04-21-2012 13:56:14	UNK	A	UNKN	UNKN		
Snyder	04-21-2012 14:15	04-21-2012 14:13:14	UNK	A	UNKN	UNKN		
Snyder	04-21-2012 14:17	04-21-2012 14:19:06	02L	A	UNKN	UNKN		
Snyder	04-21-2012 14:26	04-21-2012 14:24:32	02R	D	BE40	ELJ309	NMS3	71.4
							NMS1	91.0
Snyder	04-21-2012 14:40	04-21-2012 14:39:30	09	D	P46T	N56WF	NMS1	69.0
Snyder	04-21-2012 14:53	04-21-2012 14:51:30	02R	D	UNKN	UNKN	NMS1	71.6
Snyder	04-21-2012 14:58	04-21-2012 14:59:31	UNK	A	UNKN	UNKN		
Snyder	04-21-2012 15:28	04-21-2012 15:27:48	02R	D	UNKN	UNKN	NMS1	68.3
Snyder	04-21-2012 15:29	UNKN						
Snyder	04-21-2012 15:34	UNKN						
Snyder	04-21-2012 15:53	04-21-2012 15:52:05	UNK	A	UNKN	UNKN	NMS1	71.3
Snyder	04-21-2012 15:59	04-21-2012 16:01:14	UNK	A	UNKN	UNKN	NMS1	67.2
Shifflett	04-21-2012 22:56	04-21-2012 22:58:39	02R	A	H25B	N499PA		
Snyder	04-22-2012 16:12	04-22-2012 16:12:12	02R	D	GLF3	N330WR	NMS1	94.0
Snyder	04-24-2012 13:27	04-24-2012 13:27:40	02R	A	LJ40	N140HM		
Snyder	04-24-2012 13:29	04-24-2012 13:29:52	UNK	A	UNKN	UNKN	NMS3	72.5

J Moss	04-24-2012 21:37	04-24-2012 21:39:54	UNK	A	C208	USC392		
Shannon	04-25-2012 15:30	04-25-2012 15:23:06	02R	D	B350	N700UT	NMS1	85.6
							NMS3	70.5
							NMS4	72.5
Snyder	04-26-2012 08:54	04-26-2012 08:52:27	UNK	A			NMS1	69.9
Staples	04-26-2012 12:59	UNKN						
Snyder	04-26-2012 13:01	04-26-2012 13:01:23	UNK	A	P46T	N6105D		
Snyder	04-26-2012 14:13	04-26-2012 14:14:08	UNK	D	GLF3	BD1	NMS2	85.7
Shannon	04-26-2012 14:18	04-26-2012 14:20:30	20L	D	BE58	N16P	NMS3	73.6
							NMS2	74.3
Snyder	04-27-2012 15:51	04-27-2012 15:48:27	UNK	D			NMS3	79.0
Snyder	04-27-2012 16:31	04-27-2012 16:26:51	UNK	A	SR22	N800MP		
Link	04-27-2012 17:24	04-27-2012 17:27:03	UNK	D	GLF2	N91NA	NMS3	83.0
							NMS2	77.6
Snyder	04-27-2012 20:17	04-27-2012 20:17:08	UNK	A	C208	N208LS		
Shannon	04-28-2012 15:30	UNKN						
Snyder	04-28-2012 15:34	04-28-2012 15:44:38	UNK	A	UNKN	UNKN		
Younger	04-28-2012 23:01	04-28-2012 22:59:38	20L	D	BE55	N315BP	NMS3	70.3
							NMS2	70.8
Brethour	04-29-2012 13:19	04-29-2012 13:18:47	20L	D	LJ25	N90LJ	NMS1	73.3
							NMS3	88.3
Smith	04-29-2012 13:20	04-29-2012 13:18:47	20L	D	LJ25	N90LJ	NMS1	73.3
							NMS3	88.3
Shannon	04-29-2012 15:20	04-29-2012 15:19:35	20L	D	C501	N110JB	NMS3	72.2
Snyder	04-30-2012 07:32	04-30-2012 07:30:26	UNK	D	TBM8	N850WD		
Snyder	04-30-2012 09:06	04-30-2012 09:05:13	UNK	D	UNKN	UNKN		
Snyder	04-30-2012 09:10	04-30-2012 09:09:18	02R	D	UNKN	UNKN	NMS1	72.3
Snyder	04-30-2012 09:47	04-30-2012 09:45:21	02R	D	UNKN	UNKN	NMS1	73.1
Snyder	04-30-2012 10:17	04-30-2012 10:16:21	02R	D	BE58	N1064C	NMS1	73.4
Snyder	04-30-2012 10:24	04-30-2012 10:22:19	UNK	D	UNKN	UNKN	NMS1	76.5
Snyder	04-30-2012 12:19	04-30-2012 12:16:22	UNK	D	UNKN	UNKN		
Snyder	04-30-2012 12:24	04-30-2012 12:22:22	UNK	D	UNKN	UNKN	NMS1	76.7
Snyder	04-30-2012 12:55	04-30-2012 12:54:39	02R	D	C56X	N560HX	NMS1	79.2

- = Complaint + high noise event,
- = Complaint + curfew operation
- = Complaint + high noise + curfew operation

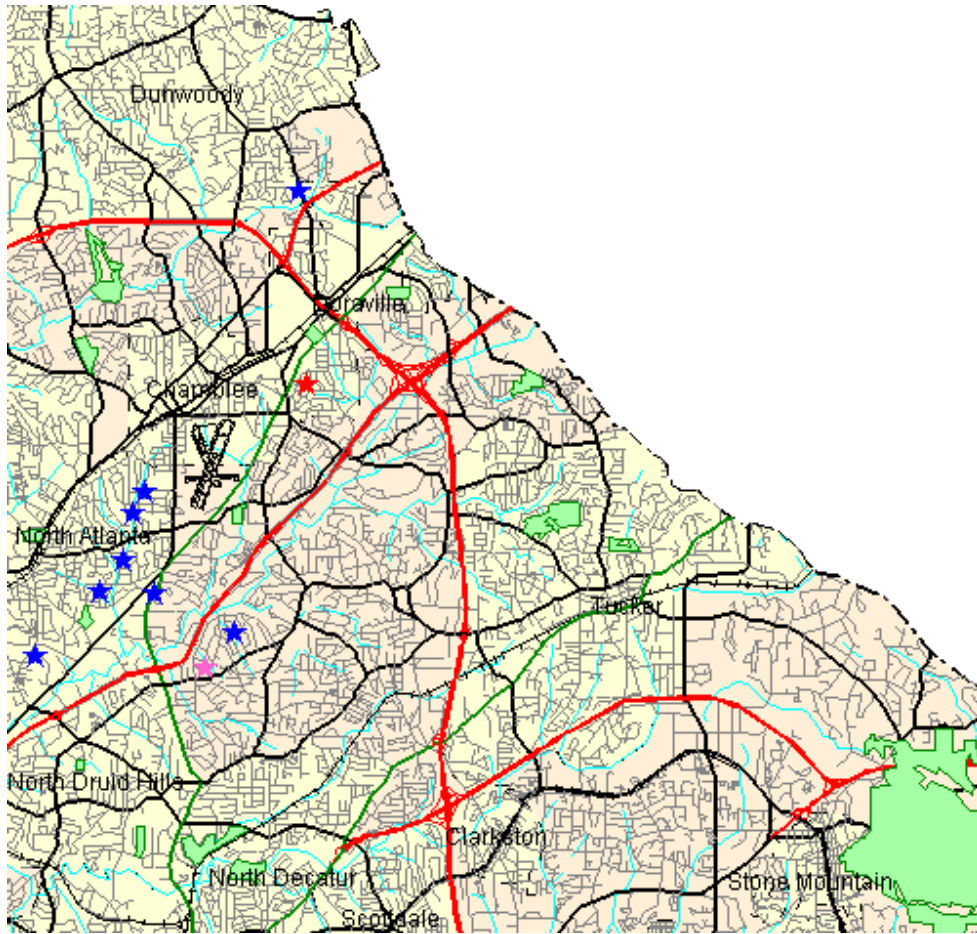
The airport correlated **97 (93%)** of the noise complaints with aircraft operations from PDK to be **direct** correlations. Of the **104** noise complaints, **0 (0%)** were **indirect** correlation to operations and **7 (7%)** were **not correlated**.

Direct = Linked to a specific flight operation over a house/monitor (NOMS correlation).

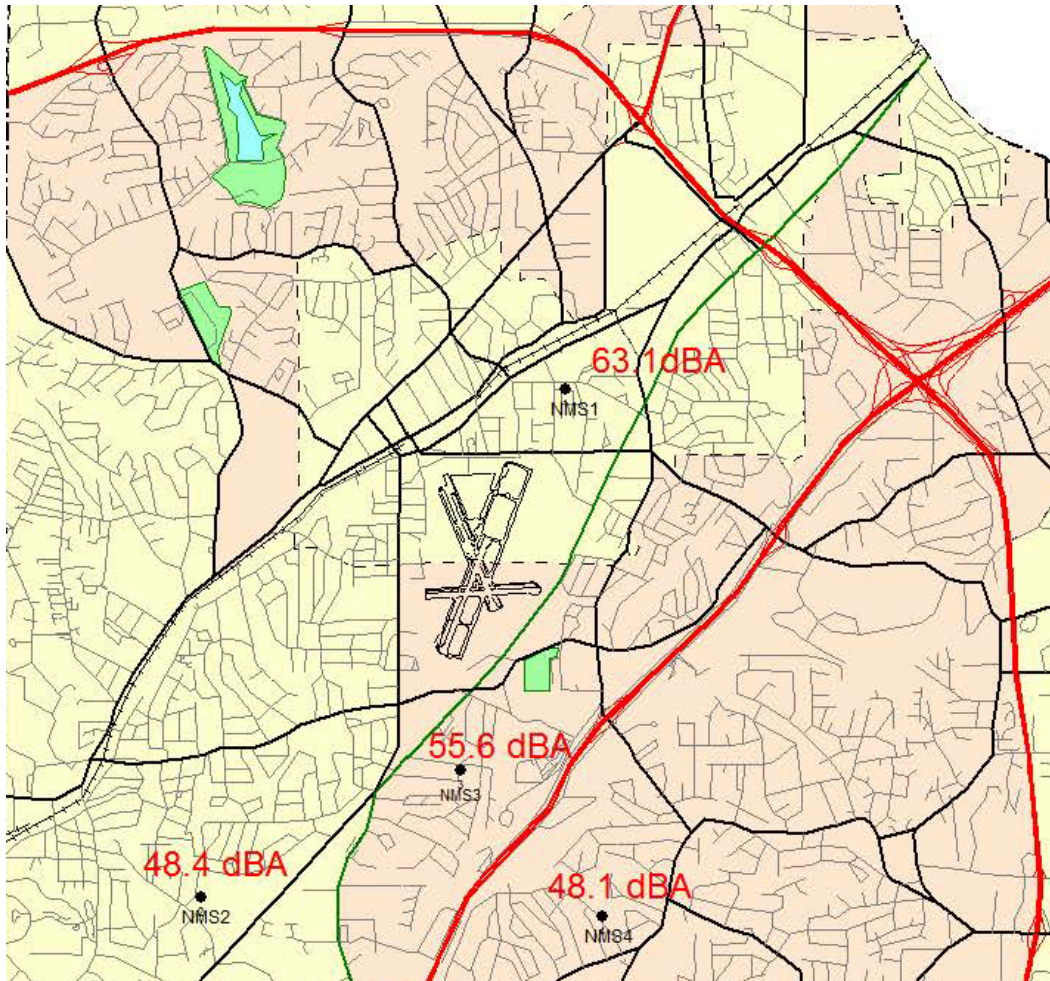
Indirect = Not linked to a specific flight operation (take-off thrust, reverse thrust; correlated by staff).

Not Correlated = Cannot tie to NOMS or manual research.

Disturbance Location Pin Map



Monthly 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.*
- *Lmax – 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.*
- *DNL – A 24-hour time-averaged sound exposure level. It is the noise metric of choice in 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 – 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.*

Letters

Voluntary Curfew Operations & Operators

Operations:

The airport identified a total 286 of the 305 operations during the voluntary curfew period (11PM-6AM) during the month of April, 2012. 150 of these 305 operations were identified as MEDEVAC and/or emergency flights.

97 "one time" operations were conducted during this period.

208 were multi-time operations conducted during this period, i.e. an operator conducting 2 or more operations during this period.

Operators Identified / Multi-Use:

140 operators were identified using the airport during the voluntary curfew period.

43 operators were identified using the airport during the voluntary curfew period for 2 or more times during the month.

18 operators were identified as MEDEVAC and/or emergency flights.

Complaints received from operations conducted during the voluntary curfew period:

104 complaints were received during April, 2012.

2 complaints were received for operations conducted during the voluntary curfew period.

This Month (N #'s)

30 Aircraft with 2 operations (**27956**, 62624, 125SB, 126DS, **147NA**, **202TC**, 173JM, 23WJ, 2469S, 274XJ, 769AF, 7877D, 7ZD, 812GJ, 377P, **40PK**, 428JD, 550LT, **55FN**, **581RJ**, 5MQ, 620WA, 630SJ, **68DA**, 6BW, 721FF, 721HG, 74WM, 3371A, 3558E)

2 Aircraft with 3 Operations (**1116W**, 763DB)

3 Aircraft with 4 Operations (53257, **400GJ**, 460MA)

1 Aircraft with 5 Operations (**24GJ**)

2 Aircraft with 8 Operations (**101TT**, **9539F**)

1 Aircraft with 14 Operations (**31NW**)

2 Aircraft with 16 Operations (**208LS**, **3589X**)

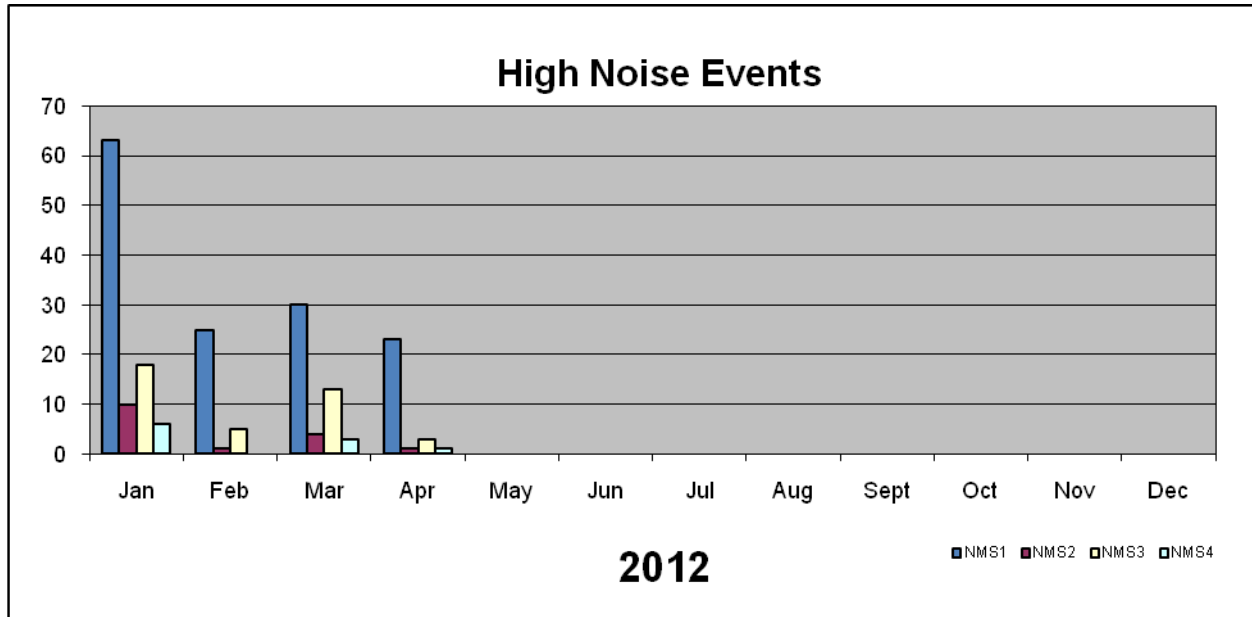
1 Aircraft with 28 Operations (**9514F**)

1 Aircraft with 33 Operations (**338PC**)

***Note: The bold face N#'s represent MEDEVAC, Medical related flights, or Law Enforcement.**

High Noise Event Threshold

The high noise event threshold was developed to work with pilots in methods and techniques that could reduce aircraft noise levels in and around PDK and its residential areas. Noise Monitoring Station (NMS) 1 is located in a commercial district and is set at **93 dBA Lmax** or greater. All other monitors, NMS2, 3, & 4 are located in residential areas and are set at **90 dBA Lmax** or greater. A total of **14** advisory letters were sent this month for aircraft identified as exceeding PDK's high noise event threshold.



March (N #'s)

22 Aircraft with 1 High Noise Events (615HB, 1UP, 200SG, 900JB, 227LA, 850CT, 48KR, 905LC, 330WR, 87BC, 65RA, 800EM, 23WJ, 412GJ, **81AX**, 832CB, 773RC, 16AJ, 37RZ, 305SC, 523AM, 672PP)

5 Aircraft with 2 High Noise Events (773RC, 500TH, 511TL, **333VS**, 125JW)

April (N #'s)

11 Aircraft with 1 High Noise Events (76TF, 30LJ, 680ME, 397DR, 93XP, 776MA, 330WR, 91NA, 90LJ, 693PD, 201NK)

2 Aircraft with 2 High Noise Events (**81AX**, 30WR)

1 Aircraft with 3 High Noise Events (155MM)

Comments

Please visit www.pdkairport.org for all your airport information or you may contact the airport about noise concerns at pdknoise@co.dekalb.ga.us . Also follow us on Facebook at

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