



Monthly Report

DeKalb Peachtree Airport Noise Information Office

February 2012

Prepared By:

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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'.

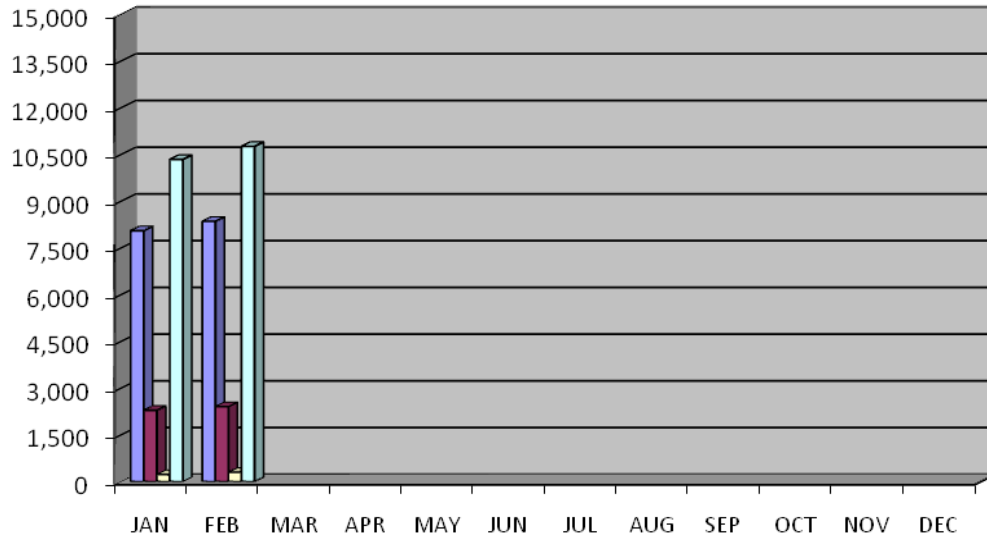
Aircraft Operations Summary

	This Month	This Month Last Year	5 Year Average for Month
Total Operations	10,763	12,377	12,243
Itinerant	8,358	9,829	9,435
Local	2,405	2,548	2,808
Voluntary Curfew Ops	301	208	239
Prior Authorization (75,000 Pounds)	52	0 noise disturbance call associated with these flights. 3 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.

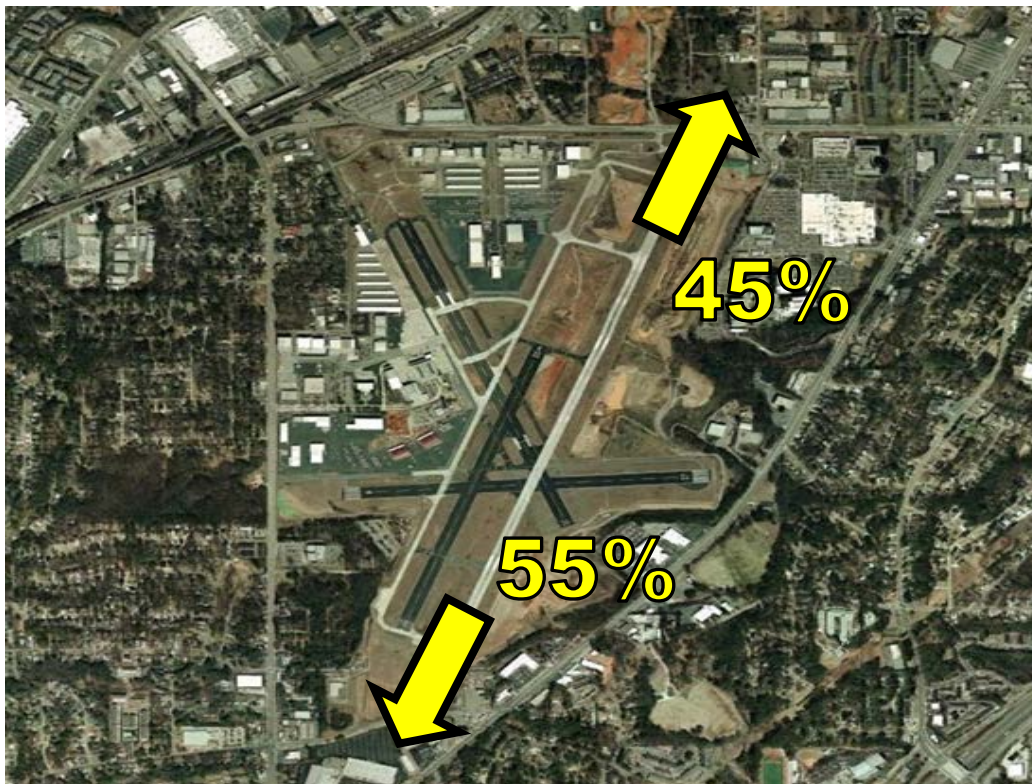
2012 Aircraft Operations Summary - By Type



	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
Itinerant	8,054	8,358										
Local	2,290	2,405										
Voluntary Curfew	226	301										
Total Operations	10,344	10,763										

Runway Mode of Operations

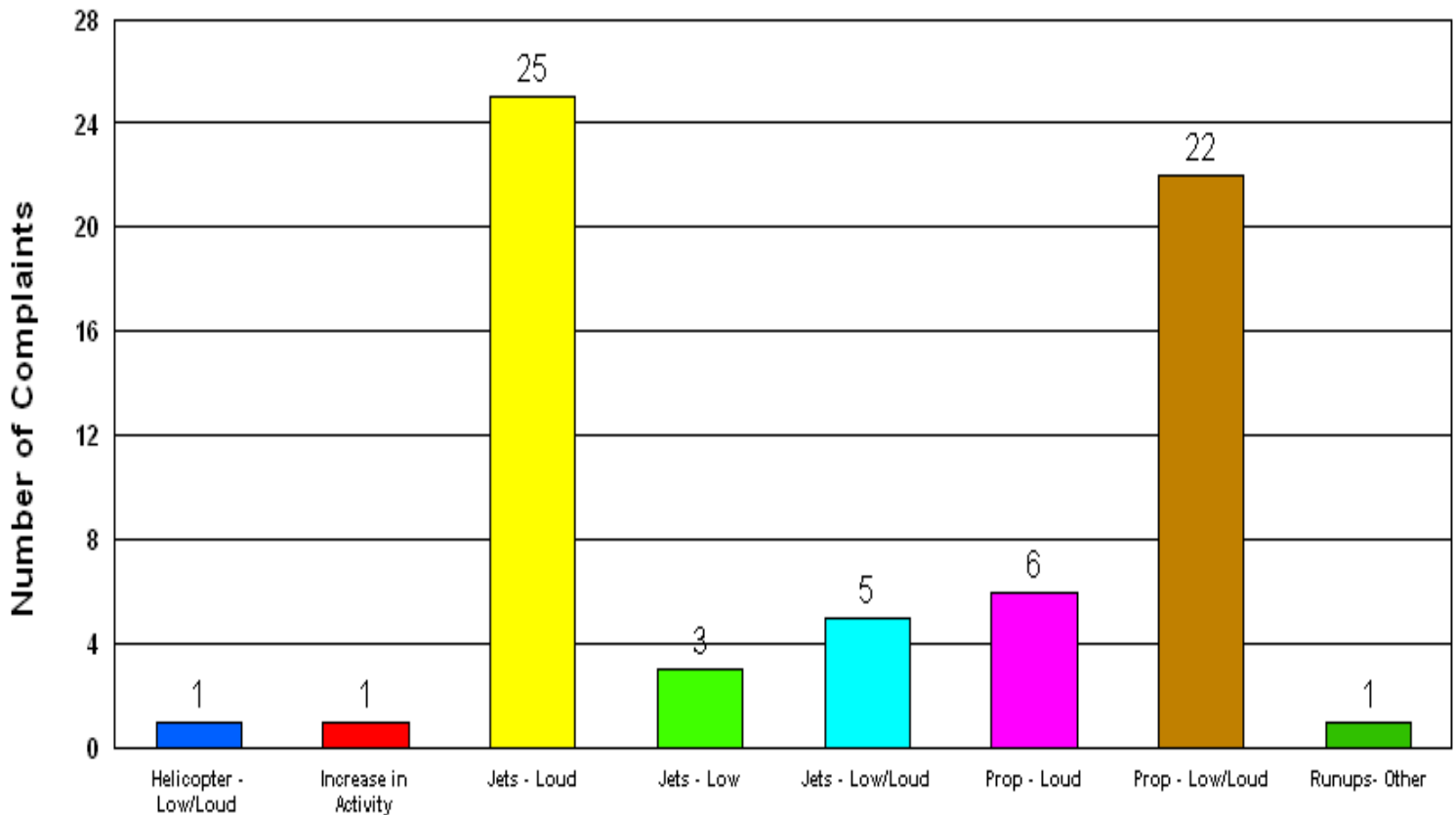
Directional use of runways has a major effect on flight patterns and the areas affected by these flight operations. Weather and wind direction generally determines runway selection. When the tower is open the FAA Air Traffic Control Tower determines directional use of runways.



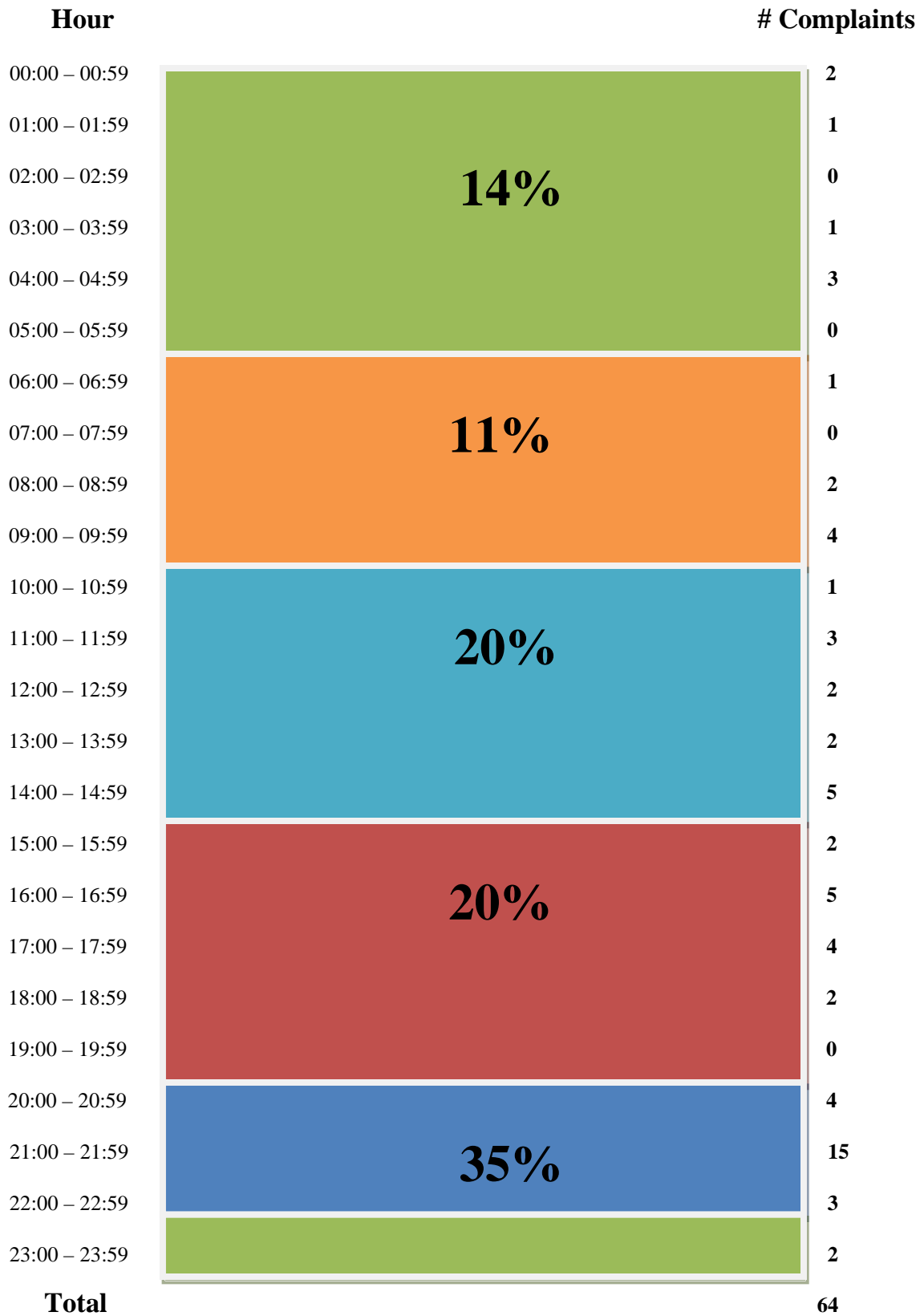
Noise Disturbances Reported

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>
64	49	1.5	3.0



Complaints by Hour



Complainants

Marshall	2559 Woodacres Road, Atlanta 30345	1
Binkert	2480 Ellijay Dr, Atlanta 30319	1
Scott	Unknown	1
Trinkle	2712 Drew Valley Road, Atlanta 30319	2
Jack	4966 Cambridge Drive, Dunwoody 30338	1
J Moss	2538 Chestnut Landing, Atlanta 30360	3
Salle	1143 Linmore Drive NE, Atlanta 30319	3
Morman	4578 Armley Point, Norcross 30092	22
L Link	2361 Ewing Drive, Atlanta 30319	1
Levey	75 Williams Street, Norcross 30091	1
Shannon	2516 Warwick Circle, Atlanta 30345	2
Ravitski	2464 Cravey Drive NE, Atlanta 30345	1
Hovdesven	1587 Brawley Circle NE, Atlanta 30319	2
Brethour	1978 N. Ridgeway Road NE, Atlanta 30345	1
Forrester	3497 Northcrest Road, Dunwoody 30340	1
N Link	2361 Ewing Drive, Atlanta 30319	5
Whitfield	2993 Villa Esta Dr., Chamblee 30341	2
Snyder	3436 Allison Drive, Doraville 30340	1
Silver	2108 Meadowcliff Drive, Atlanta 30345	2
Younger	2030 Lenox Cove Cir. NE, Atlanta 30319	10
Nichols	4500 Orleans Court, Dunwoody 30338	1

Number of Complaints: 64

Number of Complainants: 21

Correlation of noise complaints to operations (NOMS)

Name	Offense Start	Flight Time	Rwy	Op	Equip	Flight ID	NMS	Lmax
Shannon	02-01-2012 15:43	02-01-2012 15:42:43	20L	D	C56X	N318MM	NMS2	78.0
							NMS3	81.8
Whitfield	02-03-2012 15:10	02-03-2012 15:07:34	09	D	B350	N145DC		
Levey	02-03-2012 20:54	02-03-2012 20:52:30	UNK	D	LJ25	N81AX		
Jack	02-05-2012 17:10	02-05-2012 17:10:14	UNK	D	HAWK	BOBCT45		
Younger	02-08-2012 03:55	UNKN						
Binkert	02-08-2012 23:38	02-08-2012 23:33:05	UNK	D	PA31	SKQ901		
Younger	02-10-2012 11:19	02-10-2012 11:18:06	20L	D	M20P	N686VB	NMS3	70.3
Salle	02-13-2012 22:44	02-13-2012 22:42:32	20L	D	LJ25	N125JW	NMS1	73.2
							NMS3	81.2
							NMS4	78.3
Younger	02-13-2012 22:44	02-13-2012 22:42:32	20L	D	LJ25	N125JW	NMS1	73.2
							NMS3	81.2
							NMS4	78.3
Silver	02-14-2012 13:47	02-14-2012 13:46:18	20L	D	GLF3	N111FA	NMS1	72.9
							NMS3	83.3
							NMS4	80.5
Snyder	02-16-2012 06:58	02-16-2012 06:51:13	UNK	D	UNKN	UNKN	NMS1	67.9
Salle	06-16-2012 21:44	02-16-2012 21:43:31	20L	D	LJ25	N125JW	NMS3	94.3
Whitfield	06-16-2012 21:45	02-16-2012 21:43:31	20L	D	LJ25	N125JW	NMS3	94.3
Link	06-16-2012 21:45	02-16-2012 21:43:31	20L	D	LJ25	N125JW	NMS3	94.3
Younger	06-16-2012 21:45	02-16-2012 21:43:31	20L	D	LJ25	N125JW	NMS3	94.3
Hovdesven	02-17-2012 09:49	02-17-2012 09:50:10	UNK	D	GLF3	DNJ500	NMS1	89.2
Nichols	02-17-2012 09:51	02-17-2012 09:50:10	UNK	D	GLF3	DNJ500	NMS1	89.2
Hovdesven	02-17-2012 09:52	02-17-2012 09:51:56	02R	D	C25B	N315CJ	NMS1	84.8
							NMS3	73.0
Marshall	02-17-2012 16:09	02-17-2012 16:09:14	02R	D	GLF3	N30WR	NMS1	98.6
Silver	02-19-2012 11:55	02-19-2012 11:54:34	20L	D	GLF3	UJT410	NMS1	69.7
Younger	02-19-2012 14:12	02-19-2012 14:10:59	20L	D	H25B	N954H	NMS3	80.5
							NMS4	68.4
Younger	02-19-2012 16:16	02-19-2012 14:14:50	20L	D	SR22	N723WB	NMS3	70.6
Scott	02-20-2012 17:05	UNKN						
Forrester	02-21-2012 21:07	UNKN						
Shannon	02-22-2012 10:01	UNKN						
J Moss	02-23-2012 00:15	02-23-2012 00:19:42	20L	A	UNKN	UNKN	NMS1	87.8
J Moss	02-23-2012 00:46	UNKN						
Link	02-23-2012 16:20	02-23-2012 16:19:31	UNK	D	GLF3	N16AJ	NMS3	84.8
Morman	02-23-2012 20:00	UNKN						
Younger	02-23-2012 20:34	02-23-2012 20:32:15	20L	D	BE40	N823ET	NMS1	71.6
							NMS3	82.0
Morman	02-23-2012 21:43	02-23-2012 21:48:03	20L	A	LJ35	N40PK	NMS1	83.1
J Moss	02-23-2012 21:46	02-23-2012 21:48:03	20L	A	LJ35	N40PK	NMS1	83.1
Morman	02-23-2012 22:14	02-23-2012 22:20:49	20L	A	SR22	IMG736	NMS1	70.7
Link	02-24-2012 12:02	02-24-2012 11:54:22	UNK	D	LJ25	N125JW	NMS4	72.0

Morman	02-24-2012 12:44	02-24-2012 12:47:27	UNK	A	C750	N910DP	NMS1	83.3
Salle	02-26-2012 11:43	UNKN						
Younger	02-26-2012 14:11	02-26-2012 14:10:41	UNK	D	GLF3	N196CC	NMS3	84.6
Morman	02-26-2012 14:44	02-26-2012 14:43:46	20L	A	PC12	HI898	NMS1	85.2
Morman	02-26-2012 14:57	UNKN						
Morman	02-26-2012 16:01	02-26-2012 16:01:59	UNK	A	TEX2	KATT656	NMS1	70.1
Morman	02-26-2012 17:15	02-26-2012 17:14:55	UNK	A	P46T	N87NF		
Morman	02-26-2012 20:51	02-26-2012 20:43:57	UNK	D	C172	N376SP		
Morman	02-26-2012 21:14	02-26-2012 21:18:52	20L	A	GLF4	N448QS	NMS1	80.3
Younger	02-27-2012 04:11	02-27-2012 04:10:04	20L	D	BE40	N418GJ	NMS3	84.9
Trinkle	02-27-2012 04:13	02-27-2012 04:10:04	20L	D	BE40	N418GJ	NMS3	84.9
Trinkle	02-27-2012 04:14	UNKN						
Morman	02-27-2012 08:20	02-27-2012 08:19:55	20L	A	P180	VNR165	NMS1	93.3
Morman	02-27-2012 08:30	UNKN						
Morman	02-27-2012 09:40	02-27-2012 09:44:10	20I	A	LJ45	N40PC	NMS1	78.8
Link	02-27-2012 21:50	02-27-2012 21:49:16	20L	D	C650	N173VP	NMS1	67.5
							NMS3	82.5
Morman	02-28-2012 13:15	02-28-2012 13:11:42	34	D	UNKN	UNKN		
Morman	02-28-2012 17:05	UNKN						
Younger	02-28-2012 21:11	02-28-2012 21:10:24	20L	D	BE40	OPT459	NMS1	71.0
							NMS3	84.4
							NMS4	68.0
Morman	02-28-2012 21:29	02-28-2012 21:32:52	UNK	A	P28T	N8392V		
Morman	02-28-2012 21:32	02-28-2012 21:37:22	20L	A	C56X	ELJ787	NMS1	87.1
Morman	02-28-2012 21:55	02-28-2012 21:56:44	20R	A	SR22	IMG104	NMS1	69.1
Brethour	02-28-2012 23:29	02-28-2012 23:27:57	20L	D	C525	N333VS	NMS3	71.0
Ravitski	02-29-2012 01:01	02-29-2012 01:01:14	UNK	D	LJ25	N125JW	NMS3	98.6
							NMS4	85.8
Link	02-29-2012 16:00	02-29-2012 16:00:02	UNK	D	GLF3	N330WR	NMS2	86.1
							NMS3	87.5
							NMS4	68.3
Link	02-29-2012 16:05	02-29-2012 16:03:56	UNK	D	H25B	N298XJ	NMS2	76.8
							NMS3	77.7
Morman	02-29-2012 18:11	UNKN						
Morman	02-29-2012 18:13	02-29-2012 18:15:18	20L	A	C56X	FWK227	NMS1	85.4
Morman	02-29-2012 21:40	02-29-2012 21:45:36	20L	A	LJ45	N70PC	NMS1	8.8
Morman	02-29-2012 21:54	02-29-2012 21:56:38	UNK	D	C208	USC392	NMS3	75.9

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

= Complaint + high noise + curfew operation

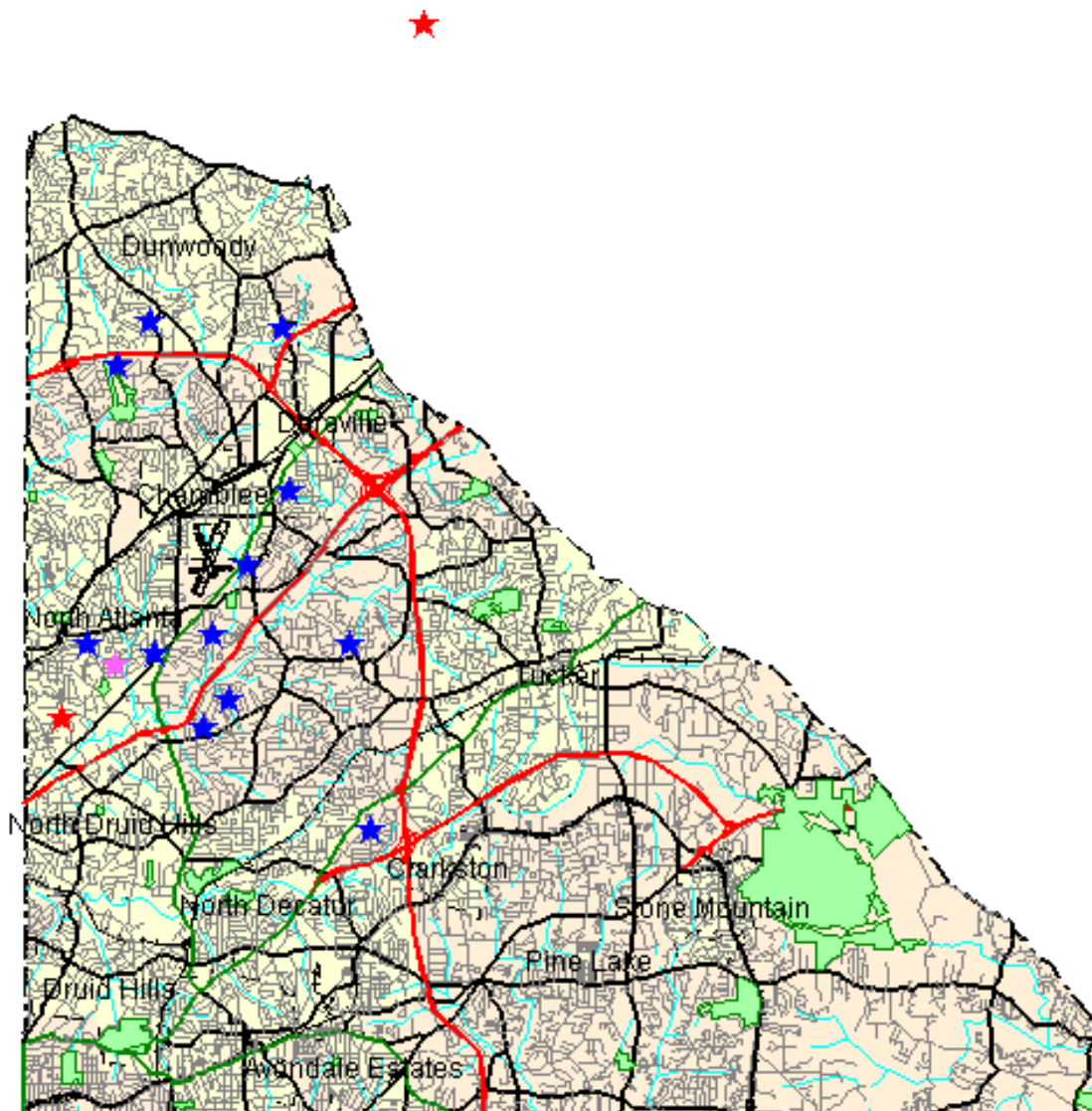
The airport correlated 136 (81%) of the noise complaints with aircraft operations from PDK to be **direct** correlations. Of the 167 noise complaints, 8 (5%) were **indirect** correlation to operations and 23 (14%) were **not correlated**.

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

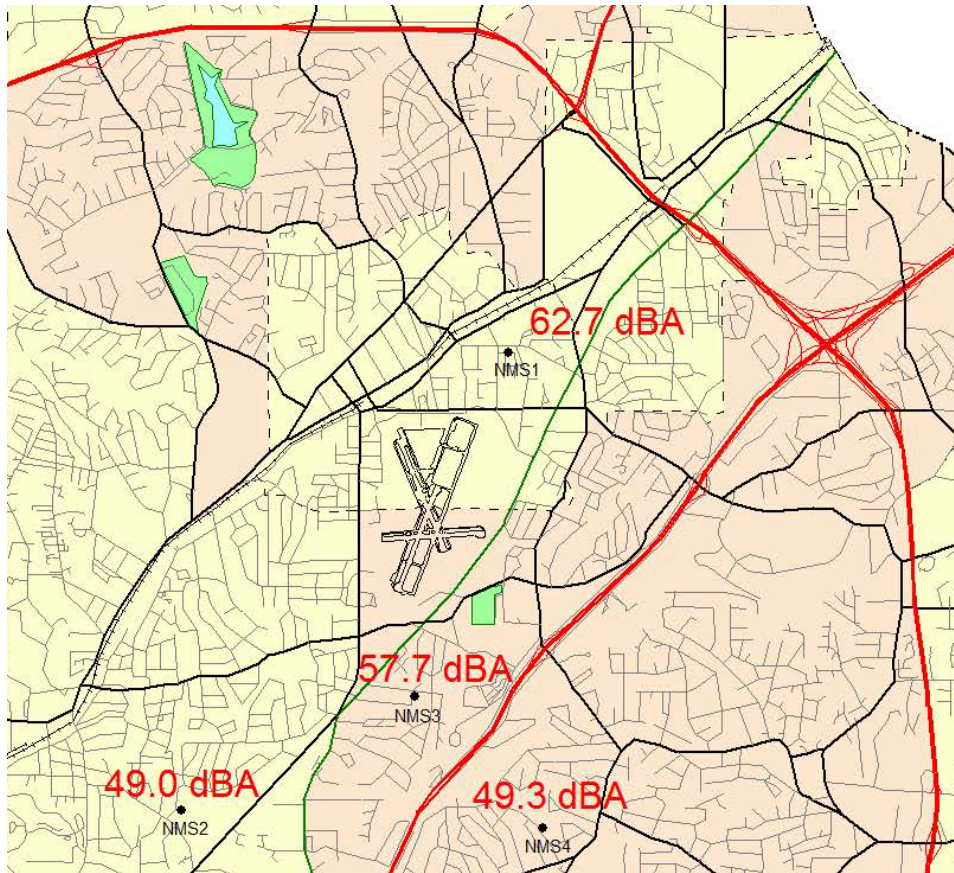
Indirect = Not linked to a specific flight operation (take-off thrust, reverse thrust; correlated by staff).

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.*
- *L_{max} – 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 297 of the 301 operations during the voluntary curfew period (11PM-6AM) during the month of February, 2012. 143 of these 301 operations were identified as MEDEVAC and/or emergency flights.

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

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

Operators Identified / Multi-Use:

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

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

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

Complaints received from operations conducted during the voluntary curfew period:

64 complaints were received during February, 2012.

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

This Month (N #'s)

29 Aircraft with 2 operations (**101TT**, 113WJ, 125JW, 1544V, 1859K, 215RX, 303CJ, **3589X**, 435HC, **442GJ**, 400DW, 412GJ, 418GJ, 499PA, 5089G, 555WZ, 55FN, 573LR, 587CD, 661QS, 6BW, 729DM, 72EP, 736SR, **81AX**, 913AE, 97SG, **9514F**, **400GJ**)

4 Aircraft with 3 Operations (**147NA**, 16PC, 47TR, 615HB)

5 Aircraft with 4 Operations (**117CH**, 43839, 105AN, 367SP, 7951F)

3 Aircraft with 6 Operations (**40PK**, **68DA**, **31NW**)

1 Aircraft with 7 Operations (377P)

1 Aircraft with 9 Operations (73924)

2 Aircraft with 10 Operations (**4083Y**, **202TC**)

1 Aircraft with 12 Operations (**350PC**)

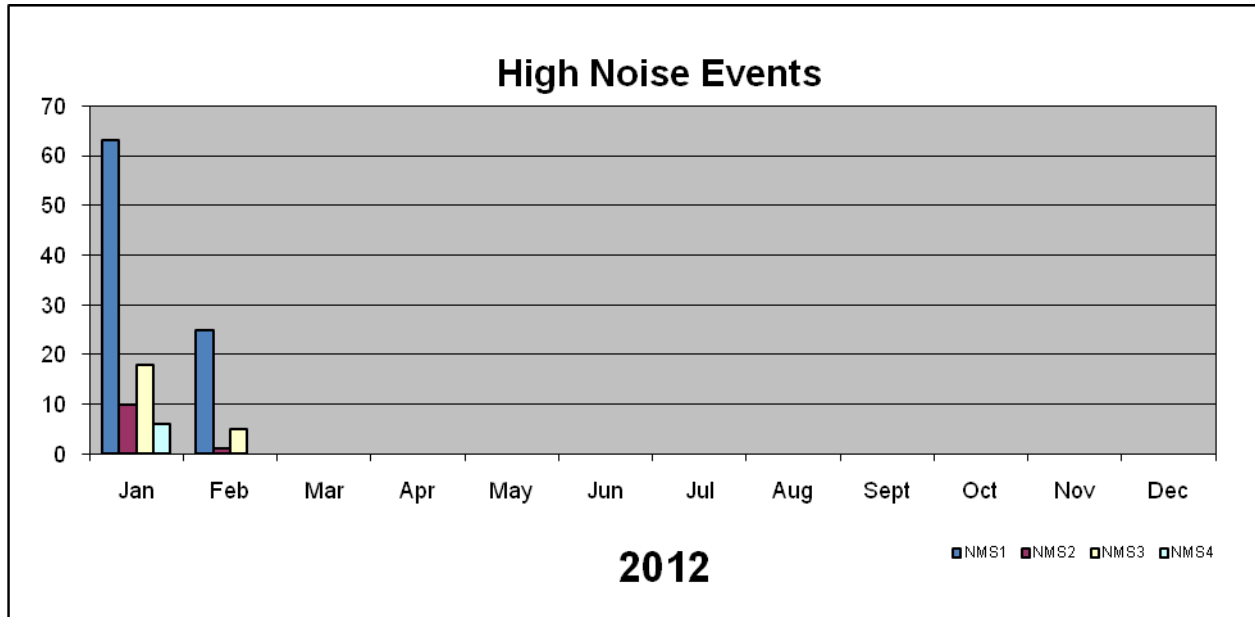
2 Aircraft with 19 Operations (**208LS**, **333VS**)

1 Aircraft with 36 Operations (**9539F**)

***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 **13** advisory letters were sent this month for aircraft identified as exceeding PDK's high noise event threshold.



January (N #'s)

17 Aircraft with 1 High Noise Events (901EH, 623MS, 776MA, 428JD, 615HB, 134EC, 456TM, 769CP, 295AF, 294RT, 91LS, 438SR, 527JA, 358CC, 393BB, 5GF, 702DS)

4 Aircraft with 2 High Noise Events (330WR, 15ER, 492JT, 30WR)

1 Aircraft with 3 High Noise Events (773RC)

1 Aircraft with 13 High Noise Events (125JW)

February (N #'s)

9 Aircraft with 1 High Noise Events (945SK, 175QS, 400DW, 900JB, 111FA, 813LS, 412PG, 818BL, 330WR)

3 Aircraft with 2 High Noise Events (30WR, 65RA, 773RC)

1 Aircraft with 9 High Noise Events (125JW)

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>