



Monthly Report

DeKalb Peachtree Airport Noise Information Office

November 2011

Prepared By:

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Date:

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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'.

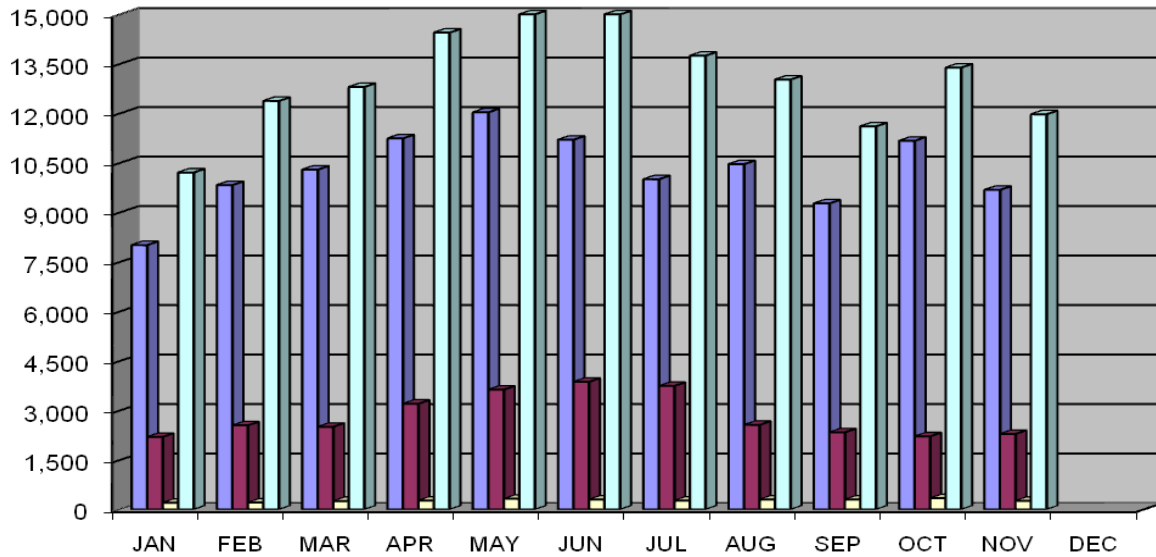
Aircraft Operations Summary

	This Month	This Month Last Year	5 Year Average for Month
Total Operations	11,973	12,753	13,691
Itinerant	9,683	10,102	10,843
Local	2,290	2,651	2,848
Voluntary Curfew Ops	262	293	252
Prior Authorization (75,000 Pounds)	38	2 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.

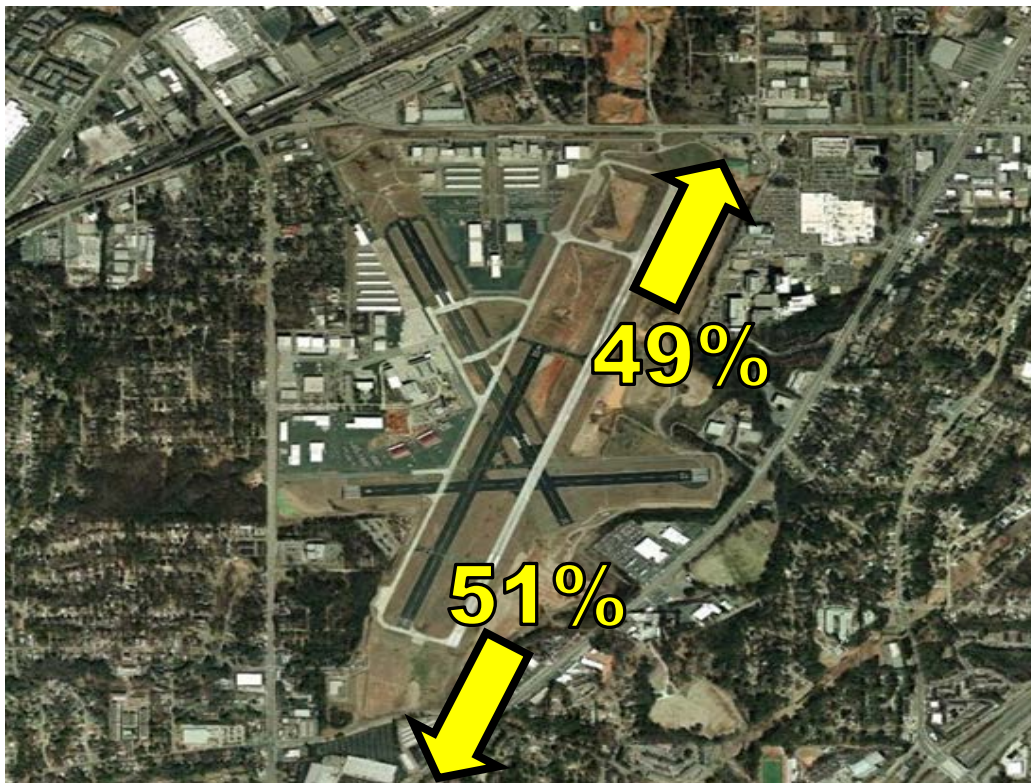
2011 Aircraft Operations Summary - By Type



	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	
Local	2,199	2,548	2,504	3,205	3,632	3,868	3,742	2,563	2,337	2,216	2,290	
Voluntary Curfew	201	208	255	270	323	304	268	302	302	342	262	
Total Operations	10,209	12,377	12,800	14,448	15,664	15,070	13,746	13,026	11,609	13,387	11,973	

Runway Mode of Operations

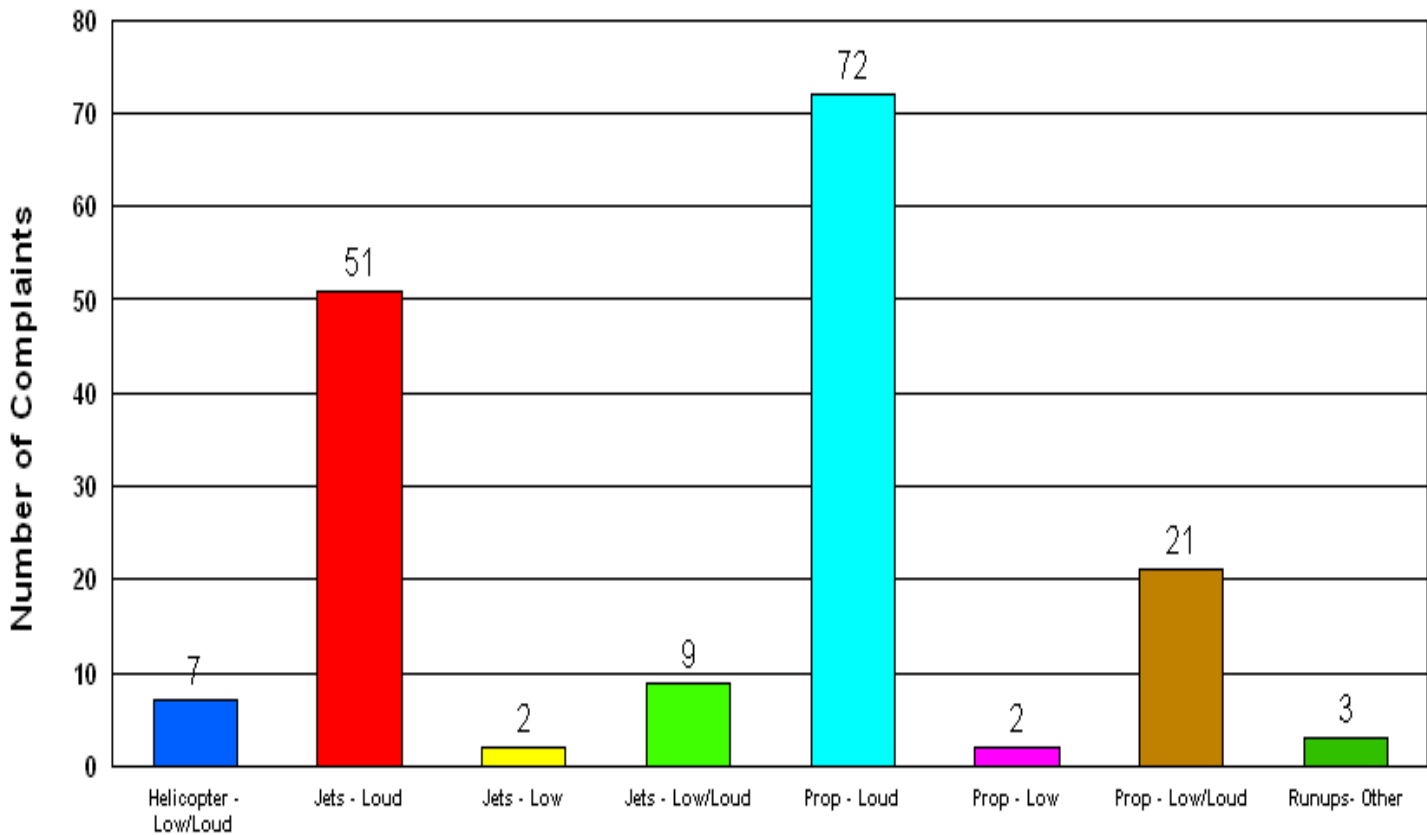
Directional use of runways has a major effect on flight patterns and the areas affected by these flight operations. Weather and wind direction generally determines runway selection. When the tower is open the FAA Air Traffic Control Tower determines directional use of runways.



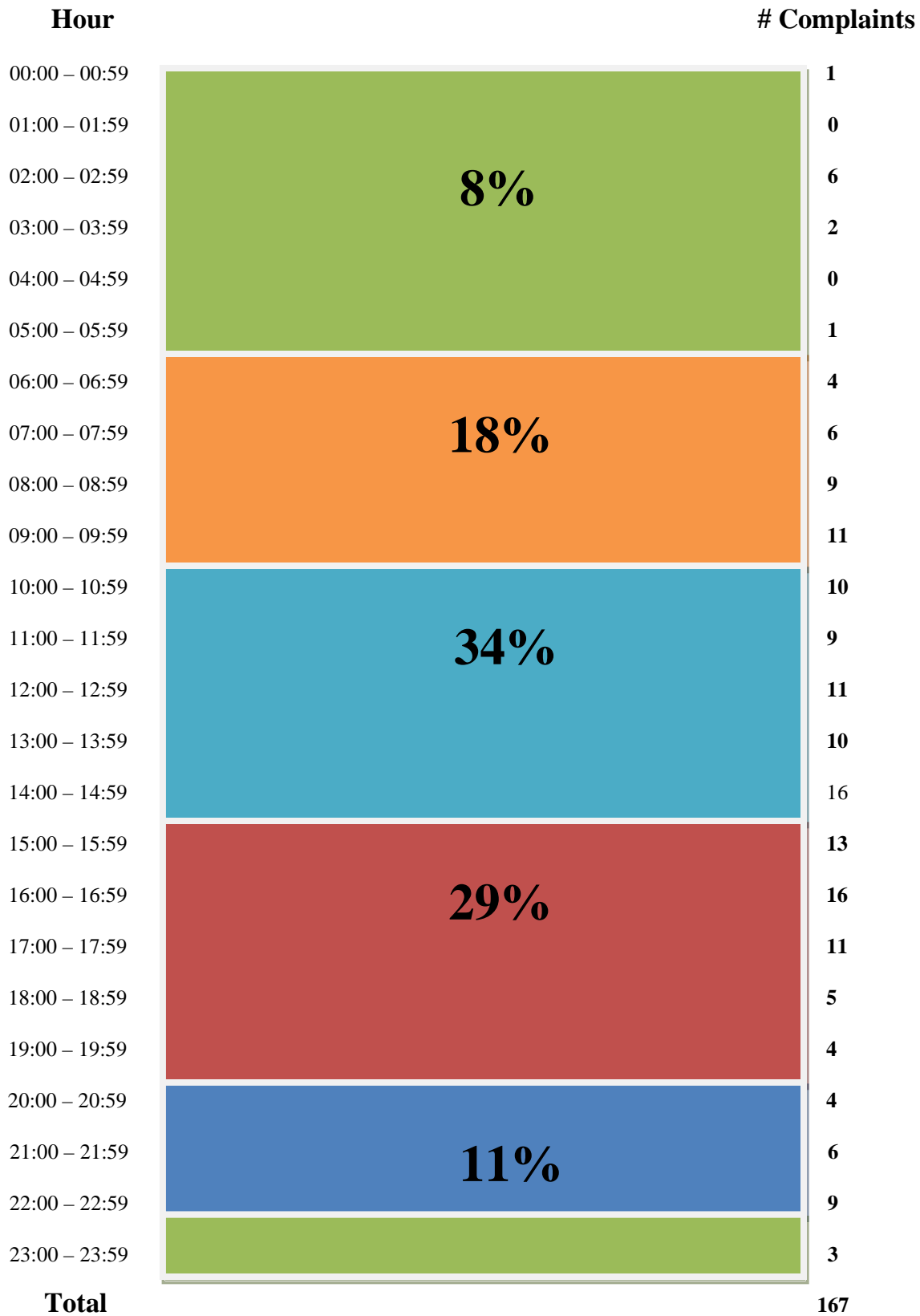
Noise Disturbances Reported

PDK maintains a hotline that permits residents to report unusually loud aircraft over-flights.

Total complaints for the month	Monthly Complaint Average 2011	Reports per Household <i>(minus top two/Households)</i>	Reports per Household <i>All Inclusive</i>
167	156.5	1.7	5.6



Complaints by Hour



Complainants

Bonser	4865 Adams Walk, Dunwoody 30338	3
Barel	2541 Derby Place, Atlanta 30345	1
Anonymous		1
Davenport	1539 Glanton Court, Dunwoody 30338	1
Marshall	2559 Woodacres Road, Atlanta 30345	1
Ruark	2013 Clairmont Terrace, Atlanta	1
Binkert	2480 Ellijay Drive, Altnata 30319	1
Brockel	2521 Dering Place, Atlanta 30345	1
Ziskind	5230 Arrie Way, Atlanta 30345	1
Van Pelt	1752 Morris Landers Drive, Atlanta 30345	1
F Moss	2538 Chestnut Landing, Atlanta 30360	9
Hines	2276 Dunwoody Circle	1
Freeman	1353 Brookhaven Village Circle, Atlanta 30319	1
J Moss	2538 Chestnut Landing, Atlanta 30360	5
Moore	3034 Jefferson Street, Atlanta 30341	1
Mansour	2846 Dresden Way, Atlanta	1
White	2502 Chestnut Landing, Dunwoody 30360	2
Jacobson	2886 Redding Road, Atlanta 30319	2
Mitchum	2933 Ridgeloock Court, Dunwoody 30360	6
Stross	2547 Cove Circle, Atlanta 30319	1
Thomas	1061 Shady Valley Place, Atlanta 30324	2
Brethour-Diamond	1978 N Ridgeway Road NE, Atlanta 30345	4
Anderson	2188 Clairmont Terrace, Atlanta 30345	1
Rufulo	1896 9 th Street, Atlanta	1
White	2502 Chestnut Landing, Dunwoody 30360	1
Gravit	2027 Clairmont Ter NE, Atlanta 30345	1
Snyder	3436 Allison Deive, Doraville 30340	110
Ziler	1830 Tobey Road, Atlanta 30341	3
Silver	2108 Meadowcliff Drive, Atlanta 30345	2
Nickels	4500 Orleans Court, Dunwoody 30338	1

Number of Complaints: 167

Number of Complainants: 30

Correlation of noise complaints to operations (NOMS)

Name	Offense Start	Flight Time	Rwy	Op	Equip	Flight ID	NMS	Lmax
Snyder	11/01/2011 09:00	11/01/2011 09:00:45	02R	D	UNKN	UNKN	NMS1	74.1
Snyder	11/01/2011 15:35	11/01/2011 15:34:12	02R	D	UNKN	UNKN	NMS1	74.9
Snyder	11/01/2011 15:38	11/01/2011 15:38:10	UNK	D	UNKN	UNKN		
Snyder	11/01/2011 17:09	11/01/2011 17:07:22	UNK	D	UNKN	UNKN		
Snyder	11/01/2011 17:35	UNKN						
Snyder	11/02/2011 14:23	UNKN						
Snyder	11/02/2011 14:33	11/02/2011 14:33:19	UNK	D	UNKN	UNKN		
Snyder	11/02/2011 14:46	11/02/2011 14:48:18	02R	A	UNKN	UNKN		
Snyder	11/02/2011 14:47	11/02/2011 14:57:32	UNK	A	C172	N2458M		
Snyder	11/02/2011 15:16	11/02/2011 15:16:37	UNK	O	UNKN	UNKN		
Snyder	11/02/2011 15:32	11/02/2011 15:31:17	02R	D	BE36	N8636A	NMS1	82.0
Snyder	11/02/2011 15:47	UNKN						
J Moss	11/02/2011 21:59	11/02/2011 21:57:40	02R	D	LJ25	N125JW	NMS1	104.5
							NMS3	73.6
F Moss	11/04/2011 15:40	11/04/2011 15:37:46	02R	D	H25B	N383MR	NMS3	71.4
							NMS1	88.5
Snyder	11/04/2011 17:33	11/04/2011 17:33:02	UNK	D	UNKN	UNKN	NMS1	77.7
F Moss	11/04/2011 22:23	11/04/2011 22:22:48	02R	D	BE40	ELJ513	NMS3	72.5
							NMS1	82.2
Snyder	11/05/2011 09:52	11/05/2011 09:51:09	09	D	UNKN	UNKN		
Snyder	11/05/2011 9:56	11/05/2011 09:55:03	UNK	D	UNKN	UNKN	NMS1	77.0
Snyder	11/05/2011 10:20	11/05/2011 10:22:26	02R	D	BE58	N909CM	NMS1	83.6
Snyder	11/05/2011 10:44	11/05/2011 10:46:50	02R	D	UNKN	UNKN	NMS1	70.6
Snyder	11/06/2011 08:04	11/06/2011 08:02:37	UNK	D	UNKN	UNKN	NMS1	81.0
Anonymous	11/06/2011 08:25	11/06/2011 08:17:52	UNK	D	UNKN	UNKN		
Snyder	11/06/2011 14:53	11/06/2011 14:54:46	02L	A	C172	N1104X		
Snyder	11/06/2011 15:09	11/06/2011 15:04:34	UNK	D	UNKN	UNKN	NMS1	81.2
Snyder	11/06/2011 15:10	11/06/2011 15:05:16	UNK	D	UNKN	UNKN		
Snyder	11/06/2011 16:08	11/06/2011 16:07:10	UNK	D	UNKN	UNKN		
Snyder	11/06/2011 16:12	11/06/2011 16:11:06	02R	D	UNKN	UNKN	NMS1	71.7
Snyder	11/06/2011 16:17	11/06/2011 16:17:10	UNK	D	UNKN	UNKN		
Snyder	11/06/2011 16:50	11/06/2011 16:53:52	UNK	D	UNKN	UNKN		
Snyder	11/06/2011 16:54	11/06/2011 16:56:52	UNK	D	UNKN	UNKN		
Snyder	11/06/2011 18:01	11/06/2011 17:54:32	02R	D	UNKN	UNKN	NMS1	86.2
Snyder	11/06/2011 19:30	11/06/2011 19:30:14	UNK	D	UNKN	UNKN		
J Moss	11/07/2011 20:45	11/07/2011 20:46:00	02R	D	GLF4	N67TM	NMS1	85.0
J Moss	11/07/2011 21:02	11/07/2011 21:00:54	02R	D	FA7X	HBJSN	NMS1	80.5
Bonser	11/07/2011 23:15	11/07/2011 23:20:20	UNK	A	UNKN	UNKN		
Bonser	11/07/2011 23:23	11/07/2011 23:25:28	20L	A	C525	N333VS		
Bonser	11/07/2011 23:36	11/07/2011 23:38:48	20L	A	C56X	EJA576		
Snyder	11/08/2011 08:45	11/08/2011 08:49:24	UNK	D	UNKN	UNKN	NMS1	73.7
Brethour	11/08/2011 10:15	11/08/2011 10:16:29	02R	D	C550	PHJ82	NMS1	82.1
Brethour	11/08/2011 10:17	11/08/2011 10:17:45	02R	D	UNKN	UNKN	NMS1	72.5
Snyder	11/08/2011 12:00	11/08/2011 12:01:57	UNK	A	UNKN	UNKN		


Snyder	11/08/2011 13:01	11/08/2011 12:59:48	02L	D	UNKN	UNKN	NMS1	70.3
Snyder	11/08/2011 13:04	11/08/2011 13:01:14	02R	D	UNKN	UNKN	NMS1	74.8
Snyder	11/08/2011 13:14	11/08/2011 13:12:37	02L	D	PC12	N672PP	NMS1	74.7
Snyder	11/08/2011 13:21	11/08/2011 13:16:33	UNK	D	UNKN	UNKN		
Snyder	11/08/2011 16:41	11/08/2011 16:40:12	02L	D	UNKN	UNKN	NMS1	81.0
Snyder	11/08/2011 17:07	11/08/2011 17:06:16	02R	D	C560	EJA340P	NMS1	80.3
Davenport	11/08/2011 21:48	UNKN						
Hines	11/08/2011 22:14	11/08/2011 22:15:54	UNK	D	LJ25	N125JW	NMS4	79.4
Gravit	11/08/2011 22:15	11/08/2011 22:15:54	UNK	D	LJ25	N125JW	NMS4	79.4
Brockel	11/08/2011 22:15	11/08/2011 22:15:54	UNK	D	LJ25	N125JW	NMS4	79.4
Barel	11/08/2011 22:15	11/08/2011 22:15:54	UNK	D	LJ25	N125JW	NMS4	79.4
Ruark	11/08/2011 22:15	11/08/2011 22:15:54	UNK	D	LJ25	N125JW	NMS4	79.4
Silver	11/08/2011 22:15	11/08/2011 22:15:54	UNK	D	LJ25	N125JW	NMS4	79.4
Snyder	11/09/2011 06:29	11/09/2011 06:26:42	UNK	D	SR20	N406DC		
Snyder	11/09/2011 08:30	11/09/2011 08:29:05	20L	D	BE40	OPT428	NMS1	71.4
							NMS3	77.1
							NMS4	67.4
Mitchum	11/09/2011 23:07	11/09/2011 23:09:15	20L	A	LJ60	N99ZC	NMS1	82.3
Mitchum	11/09/2011 23:17	11/09/2011 23:18:39	20L	A	PA31	SKQ901	NMS1	81.1
Mitchum	11/09/2011 23:26	UNKN						
Mitchum	11/09/2011 23:32	11/09/2011 23:34:51	20L	A	CL60	N3736	NMS1	83.7
Mitchum	11/09/2011 23:54	11/09/2011 23:58:57	20L	A	BE9L	N23W		
Ziler	11/10/2011 05:38	UNKN						
Snyder	11/10/2011 06:10	11/10/2011 06:07:54	UNK	D	UNKN	UNKN		
Snyder	11/10/2011 06:35	11/10/2011 06:35:20	UNK	O	UNKN	UNKN		
Mitchum	11/10/2011 07:32	11/10/2011 07:30:23	02R	D	CL30	N78TC	NMS1	81.1
Marshall	11/10/2011 16:42	UNKN						
Snyder	11/10/2011 19:25	11/10/2011 19:17:01	UNK	A	UNKN	UNKN	NMS4	69.4
Snyder	11/11/2011 09:09	11/11/2011 09:10:44	02R	D	UNKN	UNKN	NMS1	74.5
Snyder	11/11/2011 09:16	11/11/2011 09:18:44	UNK	D	C182	N658AK		
Snyder	11/11/2011 09:22	11/11/2011 09:21:24	02L	D	BE58	N53HS	NMS1	77.0
Snyder	11/11/2011 09:27	11/11/2011 09:26:18	02L	D	UNKN	UNKN	NMS1	78.5
Snyder	11/11/2011 09:30	11/11/2011 09:30:17	UNK	D	UNKN	UNKN		
Snyder	11/11/2011 10:36	11/11/2011 10:40:09	34	A	UNKN	UNKN	NMS1	70.5
Snyder	11/11/2011 14:20	UNKN						
Snyder	11/11/2011 14:22	11/11/2011 14:18:42	UNK	D	UNKN	UNKN	NMS1	70.6
Snyder	11/11/2011 14:30	11/11/2011 14:29:26	UNK	D	UNKN	UNKN	NMS1	73.0
Snyder	11/11/2011 14:32	UNKN						
Snyder	11/11/2011 14:51	11/11/2011 14:51:04	UNK	O	UNKN	UNKN		
Snyder	11/11/2011 16:18	11/11/2011 16:17:47	UNK	D	UNKN	UNKN	NMS1	71.1
Anderson	11/11/2011 16:40	11/11/2011 16:38:33	34	A	H25B	N365AT		
Snyder	11/11/2011 17:38	UNKN						
Snyder	11/11/2011 18:42	11/11/2011 18:41:10	UNK	D	UNKN	UNKN		
Snyder	11/11/2011 00:03	UNKN						
K White	11/12/2011 02:28	11/12/2011 02:25:40	02R	D	BE10	N68DA	NMS1	79.4
K White	11/12/2011 02:50	11/12/2011 02:47:06	02R	D	LJ25	N125JW	NMS3	87.4
							NMS1	103.5

J Moss	11/12/2011 02:50	11/12/2011 02:47:06	02R	D	LJ25	N125JW	NMS3	87.4
							NMS1	103.5
R White	11/12/2011 02:50	11/12/2011 02:47:06	02R	D	LJ25	N125JW	NMS3	87.4
							NMS1	103.5
F Moss	11/12/2011 02:50	11/12/2011 02:47:06	02R	D	LJ25	N125JW	NMS3	87.4
							NMS1	103.5
Snyder	11/12/2011 08:13	11/12/2011 08:11:40	UNK	D	UNKN	UNKN		
Snyder	11/12/2011 08:40	11/12/2011 08:38:51	02L	D	UNKN	UNKN	NMS1	86.0
Snyder	11/12/2011 10:22	11/12/2011 10:16:51	02R	D	PC12	N401SM	NMS1	75.2
Snyder	11/12/2011 12:07	11/12/2011 12:06:20	UNK	A	UNKN	UNKN		
Snyder	11/12/2011 13:44	UNKN						
F Moss	11/12/2011 15:00	11/12/2011 14:58:58	20L	A	GALX	N123GV	NMS1	79.6
Snyder	11/13/2011 09:37	UNKN						
Snyder	11/13/2011 12:53	11/13/2011 12:51:04	UNK	D	UNKN	UNKN		
Rufulo	11/13/2011 16:17	UNKN						
Snyder	11/15/2011 15:42	11/15/2011 15:42:07	20R	D	LJ25	N125JW	NMS1	70.4
							NMS3	87.9
							NMS4	81.4
F Moss	11/15/2011 21:00	11/15/2011 21:04:17	20L	A	LJ25	N125JW	NMS1	95.9
F Moss	11/15/2011 21:45	11/15/2011 21:47:10	20L	A	FA50	EJM925	NMS1	85.0
Snyder	11/16/2011 12:48	11/16/2011 12:49:20	20L	D	LJ25	N125JW	NMS2	69.8
							NMS3	92.4
Snyder	11/16/2011 14:30	11/16/2011 14:30:58	UNK	D	GLF5	N253DV	NMS3	71.7
Snyder	11/16/2011 17:05	11/16/2011 16:56:49	UNK	D	LJ45	N40PC		
Stross	11/16/2011 17:05	11/16/2011 16:56:49	UNK	D	LJ45	N40PC		
Snyder	11/16/2011 20:15	11/16/2011 20:13:33	02L	D	PA31	N4109F		
F Moss	11/17/2011 20:34	UNKN						
F Moss	11/17/2011 20:45	11/17/2011 20:43:48	02R	D	BE40	N826JM	NMS1	90.7
							NMS3	72.3
Snyder	11/18/2011 07:36	11/17/2011 07:35:49	02R	D	SR22	IMG105	NMS1	75.4
Snyder	11/18/2011 07:46	11/17/2011 07:45:02	02R	D	BE9L	N423TJ	NMS1	86.5
Snyder	11/18/2011 09:23	11/18/2011 09:20:26	02R	D	BE35	N8834M	NMS1	87.7
Snyder	11/18/2011 09:26	11/18/2011 09:26:12	UNK	D	UNKN	UNKN		
Snyder	11/18/2011 10:02	11/18/2011 10:01:01	02R	D	P28R	N7545J	NMS1	69.7
							NMS3	69.2
Snyder	11/18/2011 10:05	11/18/2011 10:04:01	02L	D	UNK	UNKN	NMS1	73.5
Snyder	11/18/2011 10:30	11/18/2011 10:29:35	02R	D	UNK	UNKN	NMS1	78.5
Snyder	11/18/2011 10:59	UNKN						
Snyder	11/18/2011 12:30	11/18/2011 12:31:16	02R	A	C172	N2458M		
Snyder	11/18/2011 14:02	11/18/2011 13:58:57	02R	D	BE36	N17628	NMS1	81.7
Snyder	11/18/2011 14:21	UNKN						
Snyder	11/18/2011 14:24	11/18/2011 14:23:53	UNK	A	UNKN	UNKN		
Snyder	11/18/2011 15:40	UNKN						
Snyder	11/18/2011 15:45	11/18/2011 15:43:54	UNK	A	UNKN	UNKN		
Snyder	11/18/2011 16:50	11/18/2011 16:49:14	02R	D	UNKN	UNKN	NMS1	87.9
Snyder	11/18/2011 17:42	11/18/2011 17:37:17	09	D	UNKN	UNKN		
Snyder	11/18/2011 17:48	UNKN						

Snyder	11/18/2011 18:41	UNKN							
Snyder	11/18/2011 19:07	11/18/2011 19:06:52	02R	D	UNKN	UNKN	NMS1	75.2	
Brethour	11/19/2011 03:42	11/19/2011 03:41:23	02R	A	UNKN	UNKN	NMS3	76.9	
Snyder	11/19/2011 12:40	UNKN							
Ziler	11/19/2011 17:45	11/19/2011 17:41:31	UNK	A	UNKN	UNKN	NMS1	71.7	
Nickels	11/20/2011 02:31	11/20/2011 02:33:32	UNK	D	LJ35	N615HB			
Thomas	11/20/2011 17:40	11/20/2011 17:39:30	UNK	D	GLF2	N511TL	NMS2	76.1	
							NMS3	87.3	
Silver	11/20/2011 18:34	11/20/2011 18:33:27	20L	D	LJ25	N125JW	NMS3	99.2	
							NMS4	77.1	
Brethour	11/20/2011 18:34	11/20/2011 18:33:27	20L	D	LJ25	N125JW	NMS3	99.2	
							NMS4	77.1	
Snyder	11/21/2011 16:04	11/21/2011 15:57:08	UNK	D	UNKN	UNKN			
Snyder	11/21/2011 16:05	UNKN							
Jacobson	11/22/2011 15:13	11/22/2011 15:11:26	UNK	A	UNKN	CHLDRN1	NMS2	72.4	
Thomas	11/22/2011 16:07	11/22/2011 16:07:28	20L	D	GLF3	N30WR	NMS1	76.5	
							NMS2	83.5	
							NMS3	85.4	
Ziler	11/22/2011 16:44	11/22/2011 16:44:03	UNK	A	UNKN	CHLDRN1			
Snyder	11/23/2011 08:53	11/23/2011 08:53:14	UNK	D	C560	N500FZ	NMS1	88.5	
Snyder	11/23/2011 14:21	UNKN							
Snyder	11/24/2011 11:15	UNKN							
Ziskind	11/25/2011 22:47	11/25/2011 22:49:06	UNK	A	LJ25	N81AX			
F Moss	11/25/2011 22:48	11/25/2011 22:49:06	UNK	A	LJ25	N81AX			
Binkert	11/27/2011 03:13	11/27/2011 03:14:02	UNK	O	UNKN	CHLDRN1			
Snyder	11/27/2011 11:30	11/27/2011 11:30:28	20L	A	C750	OPT707	NMS1	81.8	
Snyder	11/27/2011 13:23	11/27/2011 13:22:04	UNK	D	UNKN	UNKN	NMS1	73.8	
Snyder	11/27/2011 13:57	11/27/2011 13:57:41	20R	D	LJ45	TKM11	NMS3	74.9	
Snyder	11/27/2011 14:05	11/27/2011 14:04:38	20R	D	C560	N135WC	NMS2	76.3	
							NMS3	79.6	
Freeman	11/28/2011 06:42	11/28/2011 06:41:21	20L	D	SBR1	N4CS	NMS1	70.1	
							NMS2	74.1	
Mansour	11/28/2011 07:20	UNKN							
Moore	11/28/2011 07:30	UNKN							
Jacobson	11/28/2011 07:42	UNKN							
Snyder	11/28/2011 08:39	11/28/2011 08:39:50	UNK	D	LJ25	N125JW	NMS2	71.2	
							NMS4	70.6	
Van Pelt	11/28/2011 08:40	11/28/2011 08:39:50	UNK	D	LJ25	N125JW	NMS2	71.2	
							NMS4	70.6	
Snyder	11/28/2011 11:30	11/28/2011 11:30:29	UNK	D	FA50	N900JB	NMS3	93.7	
							NMS4	90.8	
Snyder	11/28/2011 12:12	11/28/2011 12:11:59	20L	D	H25B	N499PA	NMS1	73.3	
Snyder	11/28/2011 19:28	UNKN							
Snyder	11/29/2011 12:01	11/29/2011 12:01:28	20L	D	H25B	N96FT	NMS3	76.4	
Snyder	11/29/2011 12:10	11/29/2011 12:10:01	20L	D	BE40	N400GJ	NMS1	78.0	
							NMS3	79.9	
J Moss	11/29/2011 21:40	11/29/2011 21:41:32	20L	A	FA50	N900JB	NMS1	89.0	

Snyder	11/30/2011 11:43	11/30/2011 11:41:37	02L	D	F900	MEAGL	NMS1	87.3
							NMS3	70.7
Snyder	11/30/2011 12:35	11/30/2011 12:35:32	02L	D	C56X	EJA694	NMS1	77.6
Snyder	11/30/2011 12:53	11/30/2011 12:51:41	34	D	C560	N393JC	NMS1	88.3
							NMS3	71.6
Snyder	11/30/2011 13:01	11/30/2011 13:00:05	UNK	D	UNKN	UNKN		
Snyder	11/30/2011 13:11	11/30/2011 13:09:25	02L	D	B350	N300KA	NMS1	76.9
Snyder	11/30/2011 13:59	11/30/2011 13:58:14	02R	D	C560	N565JW	NMS3	74.1
							NMS1	91.1
Snyder	11/30/2011 16:09	11/30/2011 16:08:15	UNK	D	UNKN	UNKN	NMS1	67.8
							NMS4	72.2

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

 = Complaint + high noise + curfew operation

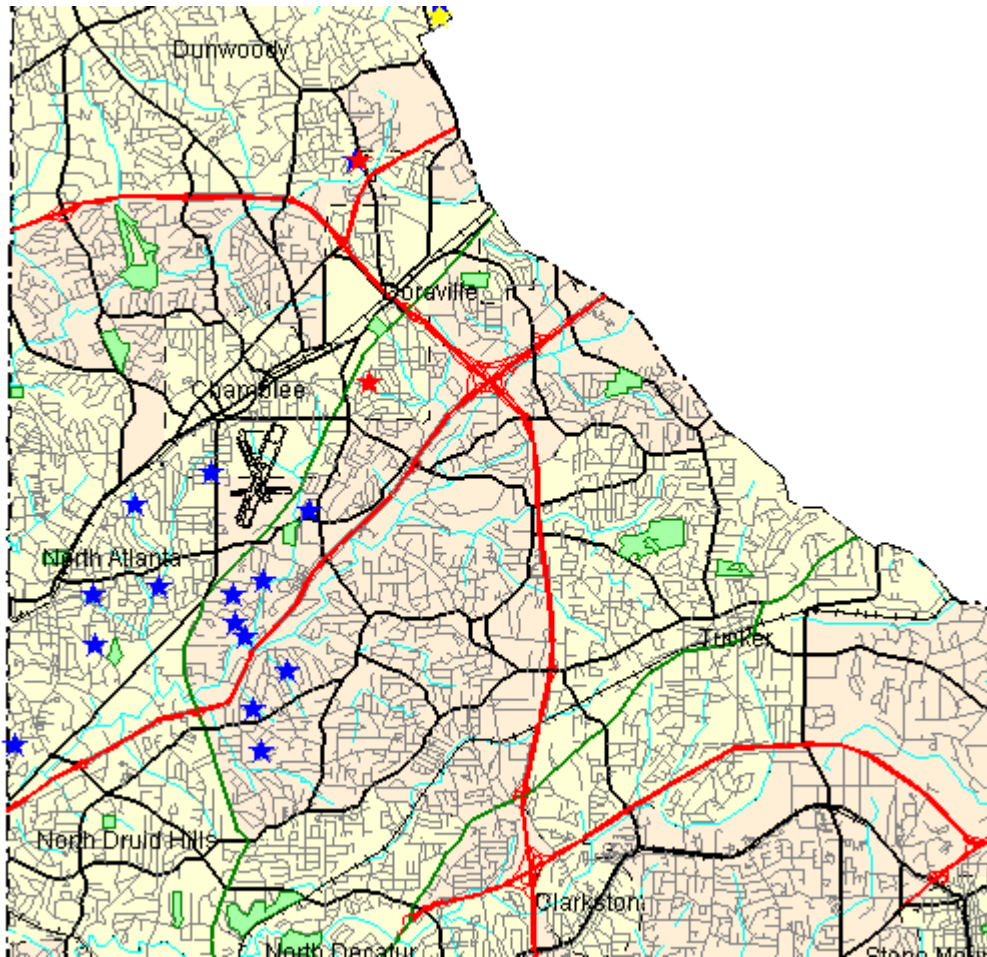
The airport correlated 136 (81%) of the noise complaints with aircraft operations from PDK to be **direct** correlations. Of the 167 noise complaints, 8 (5%) were **indirect** correlation to operations and 23 (14%) were **not correlated**.

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

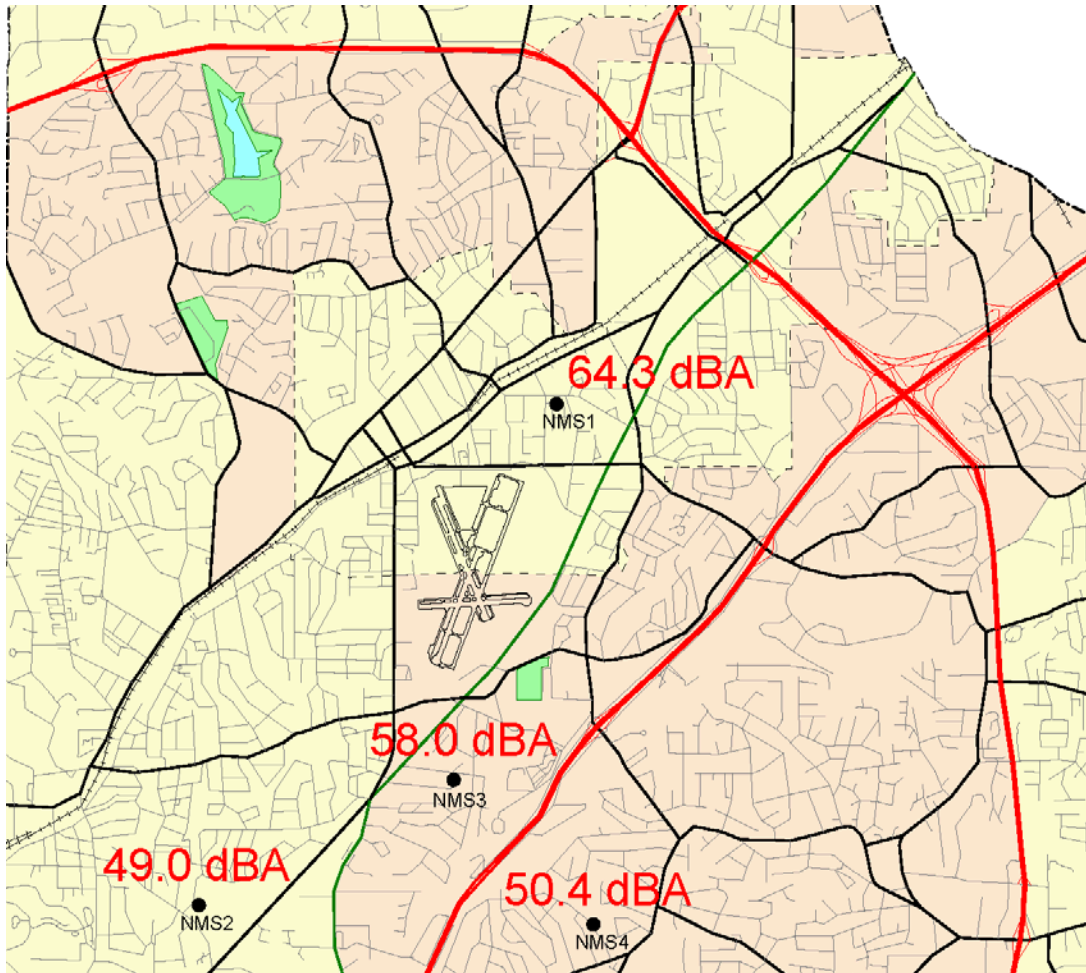
Indirect = Not linked to a specific flight operation (take-off thrust, reverse thrust; correlated by staff).

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.*
- *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 258 of the 262 operations during the voluntary curfew period (11PM-6AM) during the month of November, 2011. 93 of these 262 operations were identified as MEDEVAC and/or emergency flights.

63 “one time” operations were conducted during this period.

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

Operators Identified / Multi-Use:

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

45 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:

167 complaints were received during November, 2011.

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

This Month (N #'s)

29 Aircraft with 2 operations (56853, **98937**, 105TQ, 114SN, 125JW, 163PA, 180AF, 225JH, **24GJ**, **40PK**, 4455M, 365AT, 401BL, 403FF, 506RA, 50HT, 522DJ, 576QS, 687AF, 6BW, 711TN, 728PH, 7877D, 80AC, 82JD, **891AA**, 910DP, **911AM**, 99ZC)

2 Aircraft with 3 Operations (**400GJ**, 700UT)

4 Aircraft with 4 Operations (209EA, **350PC**, **3589X**, 615HB)

1 Aircraft with 6 Operations (**68DA**)

1 Aircraft with 7 Operations (**202TC**)

3 Aircraft with 8 Operations (**31NW**, 333VS, **4083Y**)

2 Aircraft with 10 Operations (**101TT**, **117CH**)

1 Aircraft with 12 Operations (9539F)

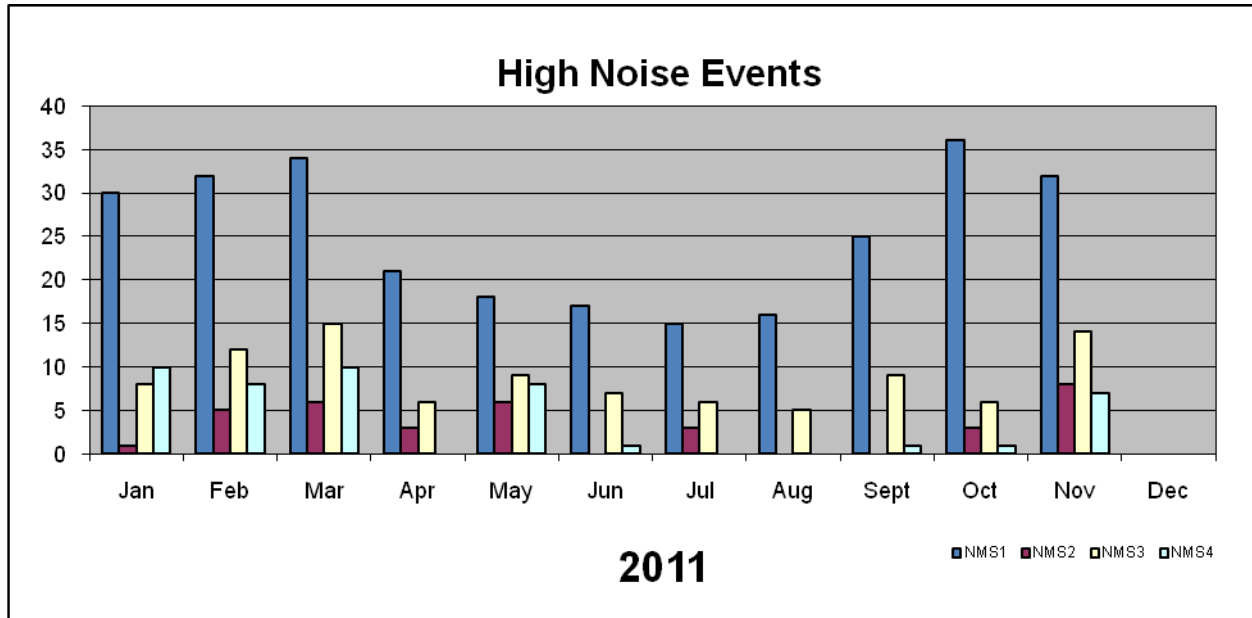
1 Aircraft with 20 Operations (**208LS**)

1 Aircraft with 30 Operations (9514F)

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



October (N #'s)

20 Aircraft with 1 High Noise Events (21DE, FIV550, TKM11, 275LE, 541S, 598GS, **81AX**, 813LS, 300JZ, 909SB, VNR137, 204BG, PAT505, 412GJ, OPT427, 5GF, 805WD, BLZR292, 30WR, 330WR)

3 Aircraft with 3 High Noise Events (428JD, 294RT, 500TH)

1 Aircraft with 8 High Noise Events (125JW)

November (N #'s)

24 Aircraft with 1 High Noise Events (30WR, 418GJ, 428JD, 330WR, 400M, 16AJ, 1104X, 377SA, 500GF, 500TH, 155SY, 12WF, 523AM, 18GA, 153PB, 96DQ, 60PC, 997RC, 422TK, 92303, **81AX**, 322BC, 794AF, 522DJ)

3 Aircraft with 2 High Noise Events (294RT, 900JB, 811FA)

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>