



Monthly Report

DeKalb Peachtree Airport Noise Information Office

October 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'.

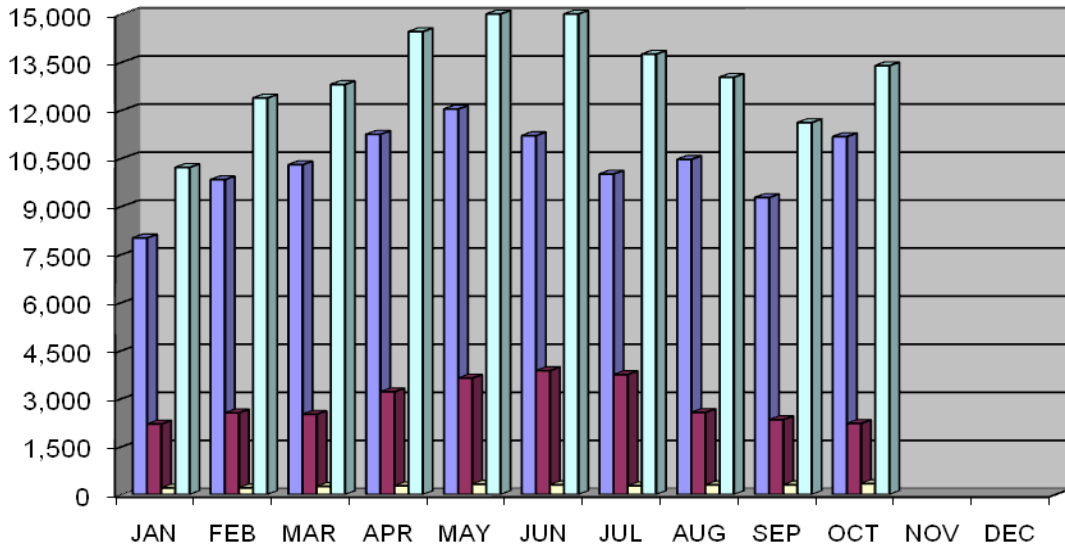
Aircraft Operations Summary

	This Month	This Month Last Year	5 Year Average for Month
Total Operations	13,387	14,632	14,826
Itinerant	11,171	12,626	11,810
Local	2,216	2,006	3,016
Voluntary Curfew Ops	342	301	305
Prior Authorization (75,000 Pounds)	79	5 noise disturbance calls associated with these flights. 4 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.

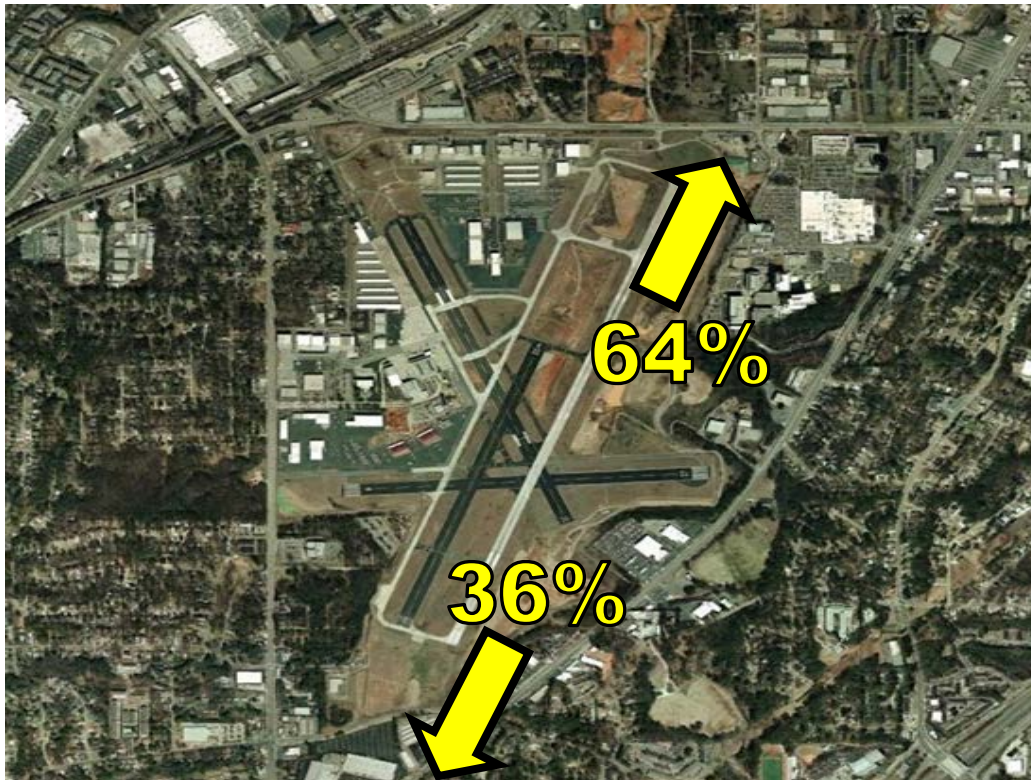
2011 Aircraft Operations Summary - By Type



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

Runway Mode of Operations

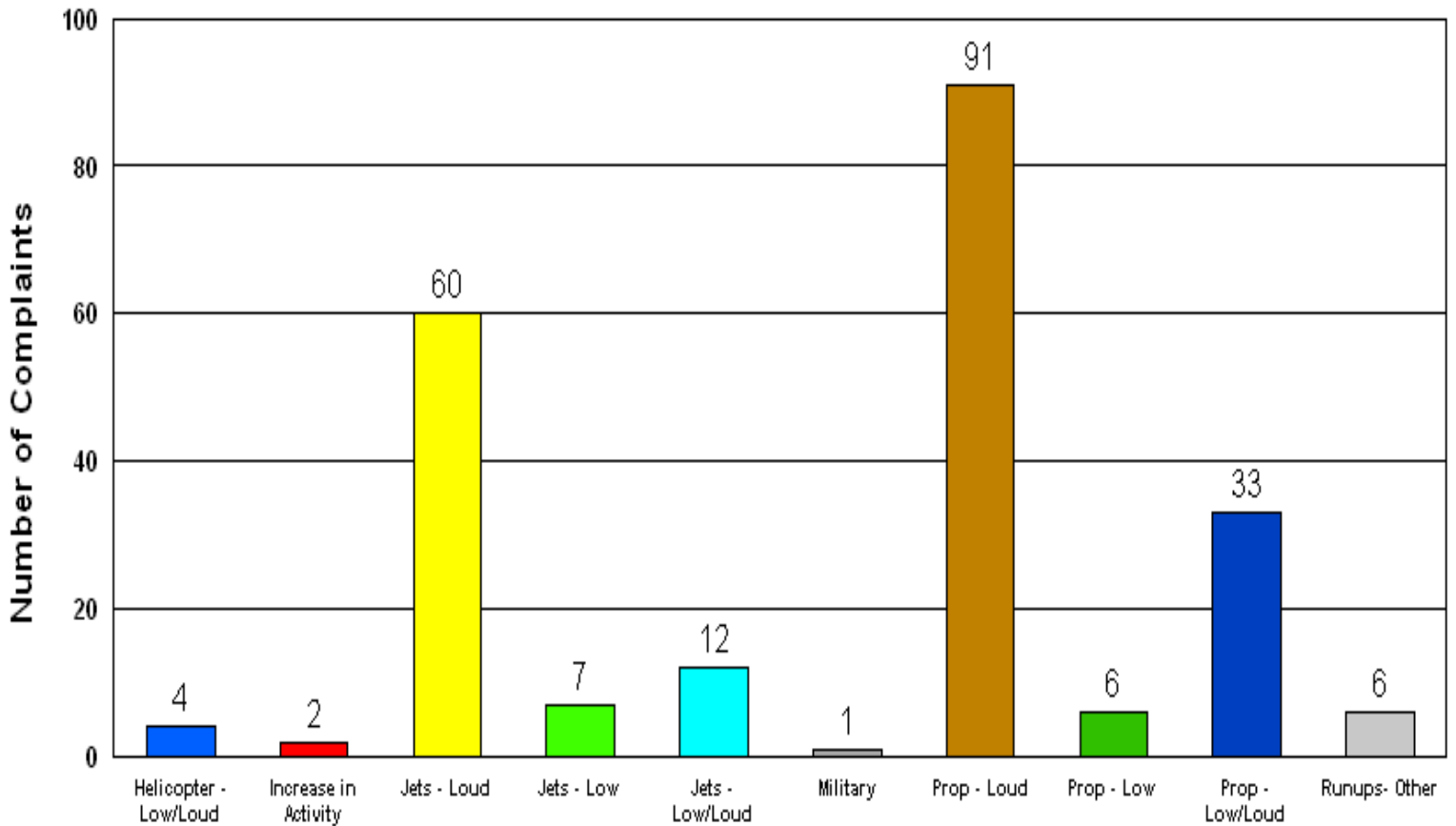
Directional use of runways has a major effect on flight patterns and the areas affected by these flight operations. Weather and wind direction generally determines runway selection. When the tower is open the FAA Air Traffic Control Tower determines directional use of runways.



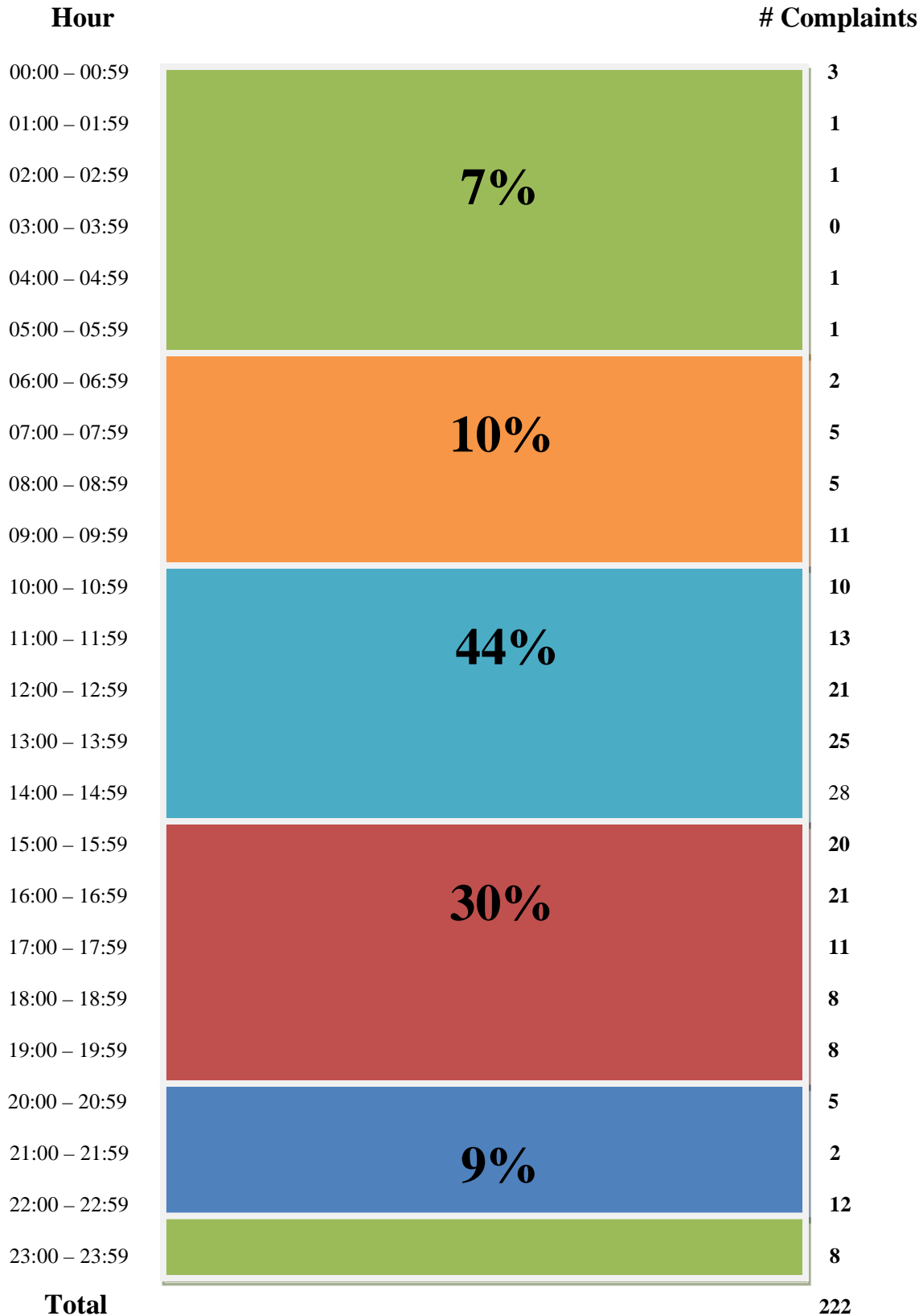
Noise Disturbances Reported

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>
222	153.5	2.3	6.3



Complaints by Hour



Complainants

Phillips	3157 Wanda Woods Drive, Doraville	1
Anonymous		5
Marshall	2559 Woodacres Rd, Atlanta 30345	1
Hueber		1
Feldman	2376 Arrow Circle, Atlanta 30341	1
Powell	2841 Arrow Creek Drive, Chamblee 30341	1
Fields	4870 N. Peachtree Road, Dunwoody 30338	3
Fowler	4364 Stonington Circle, Dunwoody 30338	1
Laszlo	2926 Cravey Trail, Atlanta 30345	1
Van Pelt	1752 Morris Landers Drive, Atlanta 30345	2
Chamas	1626 Chateau Drive, Dunwoody 30338	1
Moss	2538 Chestnut Landing, Atlanta 30360	14
Bird	1751 Oak Grove Road, Decatur	1
Moss	2538 Chestnut Landing, Atlanta 30360	14
Faine	2547 Stonington Road, Dunwoody 30335	1
Brooks	2743 Redding Road, Atlanta 30319	1
Salle	1143 Linmore Drive, Atlanta 30319	1
Meisner	1394 Berkeley Lane NE, Atlanta 30329	1
White	2502 Chestnut Landing, Dunwoody 30360	4
Carlson	2692 Frontier Trail, Atlanta 30341	1
Broschat		1
Jacobson	2886 Redding Road, Atlanta 30319	3
Mallory	2133 Kodiak Drive, Atlanta 30345	1
Hans	2276 Tanglewood Circle NE, Atlanta 30345	1
Doyle	2531 Erie Place, Atlanta 30345	1
Thomas	1061 Shady Valley Place, Atlanta 30324	2
Brethour-Diamond	1978 N. Ridgeway Rd. NE, Atlanta 30345	9
Carter	1889 Lyden Court, Dunwoody 30338	1
Natalee	London Road	2
Friedman		1
Whitfield	2993 Villa Esta Dr., Chamblee 30341	1
Snyder	3436 Allison Drive, Doraville 30340	132
Zeller	1830 Tobey Road, Atlanta 30341	2
Silver	2108 Meadow Cliff Drive, Atlanta 30345	3
Younger	2030 Lenox Cove Circle NE, Atlanta 30319	6

Number of Complaints: 222

Number of Complainants: 35

Correlation of noise complaints to operations (NOMS)

Name	Offense Start	Flight Time	Rwy	Op	Equip	Flight ID	NMS	Lmax
Jacobson	10/1/2011 12:52	10/1/2011 12:51	02R	D	UNKN	UNKN		
Moss	10/2/2011 20:15	10/2/2011 20:15	02R	A	E50P	N175EW	NMS4	76.2
Fields	10/2/2011 20:15	10/2/2011 20:15	02R	A	E50P	N175EW	NMS4	76.2
Bird	10/3/2011 20:15	10/3/2011 20:12	02R	D	UNKN	UNKN	NMS1	72.0
Snyder	10/4/2011 08:29	10/4/2011 08:27	02R	D	UNKN	UNKN	NMS1	80.9
Moss	10/4/2011 15:20	10/4/2011 15:19	02R	D	F900	N902NC	NMS1	90.9
Marshall	10/4/2011 17:26	10/4/2011 17:22	02R	A	B350	N971JP	NMS3	66.5
Moss	10/4/2011 18:58	10/4/2011 18:56	34	D	LJ25	N125JW	NMS1	101.9
Hueber	10/4/2011 20:18	UNKN						
Snyder	10/5/2011 08:50	10/5/2011 08:51	02R	D	BE10	N53TD	NMS1	81.4
Snyder	10/5/2011 12:07	10/5/2011 12:06	02R	A	UNKN	UNKN		
Snyder	10/5/2011 12:14	10/5/2011 12:12	UNK	D	UNKN	UNKN		
Snyder	10/5/2011 12:20	10/5/2011 12:19	UNK	D	UNKN	UNKN		
Snyder	10/5/2011 12:37	10/5/2011 12:37	02R	D	C185	N922M	NMS1	74.6
Snyder	10/5/2011 12:38	10/5/2011 12:37	02R	A	UNKN	UNKN	NMS1	65.6
Powell	10/5/2011 16:00	10/5/2011 15:59	02R	A	UNKN	UNKN		
Anonymous	10/5/2011 23:50	10/5/2011 23:52	20L	A	C56X	ELJ787	NMS1	85.1
Anonymous	10/6/2011 11:17	10/6/2011 11:13	UNK	A	BE36	N453SA		
Snyder	10/6/2011 14:30	10/6/2011 14:28	02R	A	UNKN	UNKN	NMS1	68.7
Snyder	10/6/2011 14:37	10/6/2011 14:37	UNK	D	UNKN	UNKN	NMS1	72.6
Snyder	10/6/2011 14:37	10/6/2011 14:37	02R	D	SR22	IMG736	NMS1	77.6
Snyder	10/6/2011 15:15	10/6/2011 15:16	02R	A	UNKN	UNKN		
Snyder	10/6/2011 15:38	10/6/2011 15:38	UNK	D	UNKN	UNKN		
Snyder	10/7/2011 10:00	10/7/2011 10:01	02L	D	BE36	N18308	NMS1	78.9
Snyder	10/7/2011 10:03	10/7/2011 10:03	02R	A	UNKN	UNKN		
Snyder	10/8/2011 08:30	10/8/2011 08:25	02R	D	PC12	N153PB	NMS1	74.5
Snyder	10/8/2011 09:04	10/8/2011 09:04	02R	D	UNKN	UNKN	NMS1	71.4
Snyder	10/8/2011 11:05	10/8/2011 11:05	UNK	D	UNKN	UNKN		
Snyder	10/8/2011 12:35	10/8/2011 12:33	02L	D	UNKN	UNKN	NMS1	70.8
Snyder	10/8/2011 12:38	10/8/2011 12:37	02L	A	UNKN	UNKN	NMS3	68.2
Snyder	10/8/2011 13:11	10/8/2011 13:10	UNK	D	PAY2	N282PC		
Snyder	10/8/2011 13:14	10/8/2011 13:13	UNK	D	UNKN	UNKN		
Snyder	10/8/2011 13:22	10/8/2011 13:30	09	D	UNKN	UNKN		
Snyder	10/8/2011 13:44	10/8/2011 13:44	UNK	D	UNKN	UNKN		
Snyder	10/8/2011 14:20	10/8/2011 14:21	02R	D	UNKN	UNKN	NMS1	73.1
Snyder	10/8/2011 16:20	10/8/2011 16:20	UNK	D	UNKN	UNKN		
Snyder	10/8/2011 16:25	10/8/2011 16:26	09	A	UNKN	UNKN		
Snyder	10/8/2011 16:29	10/8/2011 16:29	UNK	A	UNKN	UNKN		
Snyder	10/8/2011 16:39	10/8/2011 16:39	UNK	D	UNKN	UNKN		
Snyder	10/8/2011 16:48	10/8/2011 16:47	UNK	D	UNKN	UNKN		
Snyder	10/8/2011 17:08	10/8/2011 17:06	02R	D	UNKN	UNKN	NMS1	72.8
Carlson	10/9/2011 00:45	10/9/2011 00:45	16	D	GLF3	N461AR	NMS3	81.4
							NMS4	88.9
Snyder	10/9/2011 09:45	10/9/2011 09:38	UNK	A	UNKN	UNKN	NMS1	68.3

Snyder	10/9/2011 09:55	10/9/2011 09:52	02R	A	UNKN	UNKN		
Snyder	10/9/2011 10:00	UNKN						
Snyder	10/9/2011 10:06	10/9/2011 10:05	02R	D	UNKN	UNKN	NMS1	72.2
J.Moss	10/9/2011 14:22	10/9/2011 14:21	02R	D	BE30	N312AR	NMS1	79.2
F.Moss	10/9/2011 14:22	10/9/2011 14:21	02R	D	BE20	N213AR	NMS1	79.2
Van Pelt	10/9/2011 14:33	UNKN						
Moss	10/9/2011 22:40	10/9/2011 22:40	02R	D	GLF5	JENA624	NMS1	80.8
							NMS3	73.3
Fields	10/9/2011 23:00	10/9/2011 22:59	20L	A	HA4T	N40VK	NMS1	80.0
Moss	10/10/2011 06:25	10/10/2011 06:25	02R	D	BE58	N15MD	NMS1	89.9
Snyder	10/10/2011 09:09	10/10/2011 09:08	UNK	D	UNKN	UNKN	NMS1	80.2
Laszlo	10/10/2011 12:00	10/10/2011 11:58	02R	A	C680	EJA396	NMS4	80.7
Brooks	10/10/2011 16:45	10/10/2011 16:44	UNK	A	LJ45	N454N	NMS2	68.7
Brethour	10/10/2011 23:02	10/10/2011 23:03	UNK	A	BE40	N485CT		
Brethour	10/11/2011 10:20	10/11/2011 10:21	02R	A	LJ45	N60PC		
Zeller	10/11/2011 13:00	10/11/2011 13:03	02R	A	PC12	N68PK		
Faine	10/11/2011 18:14	UNKN						
Broschat	10/11/2011 18:20	10/11/2011 18:16	02R	A	C560	N560MR		
Anonymous	10/11/2011 22:30	UNKN						
F. Moss	10/12/2011 07:50	10/12/2011 07:50	02R	D	LJ35	N241CA	NMS1	84.5
							NMS3	72.1
F. Moss	10/12/2011 07:55	10/12/2011 07:56	02R	D	H25B	N800QC	NMS1	89.7
							NMS3	72.7
F. Moss	10/12/2011 08:20	10/12/2011 08:18	02R	D	SR22	N723WB	NMS1	82.6
F. Moss	10/12/2011 08:27	10/12/2011 08:22	02R	D	PC12	N229NG	NMS1	73.7
F. Moss	10/12/2011 11:50	10/12/2011 11:48	UNK	D	M20P	N6778U		
J. Moss	10/12/2011 16:18	10/12/2012 16:18	20L	A	BE40	N500TH	NMS1	81.6
J. Moss	10/12/2011 16:26	10/12/2011 16:18	20L	A	GLF4	N706VA	NMS1	85.5
Brethour	10/12/2011 23:01	10/12/2011 23:00	20L	D	C525	N333VS	NMS3	75.2
J. Moss	10/13/2011 06:45	UNKN						
Chamas	10/14/2011 11:16	10/14/2011 11:14	02R	D	GLF3	N523AM	NMS1	89.3
							NMS3	82.8
F. Moss	10/15/2011 00:00	10/15/2011 00:01	UNK	A	B350	N700UT		
White	10/15/2011 23:30	10/15/2011 23:29	20L	A	UNKN	UNKN		
Feldman	10/16/2011 00:09	10/16/2011 00:09	UNK	D	LJ25	N125JW		
White	10/16/2011 00:13	10/16/2011 00:09	UNK	D	LJ25	N125JW		
Phillips	10/16/2011 14:00	10/16/2011 14:01	UNK	A	UNKN	UNKN		
Brethour	10/17/2011 11:22	10/17/2011 11:22	UNK	D	LJ25	N125JW	NMS3	82.0
							NMS4	77.0
Silver	10/17/2011 12:42	10/17/2011 12:42	UNK	D	GLF3	N874RA	NMS3	69.3
							NMS4	77.7
Brethour	10/17/2011 12:42	10/17/2011 12:42	UNK	D	GLF3	N874RA	NMS3	69.3
							NMS4	77.7
F. Moss	10/17/2011 13:54	10/17/2011 13:59	UNK	A	UNKN	UNKN	NMS1	69.6
J. Moss	10/17/2011 20:15	10/17/2011 20:16	20L	A	GLF4	N200LC	NMS1	82.7
Salle	10/17/2011 22:55	UNKN						
Younger	10/17/2011 22:56	10/17/2011 22:54	20L	D	BE58	N388LL	NMS3	70.6


							NNMS2	78.4
Snyder	10/18/2011 14:39	10/18/2011 14:38	UNK	A	PA28	N81771		
F. Moss	10/18/2011 07:30	10/18/2011 07:30	02R	D	C560	N294RT	NMS1	93.0
							NMS3	71.2
Silver	10/18/2011 18:34	10/18/2011 18:33	20L	D	LJ25	N125JW	NMS1	83.5
							NMS2	73.1
							NMS3	91.5
							NMS4	86.2
Brethour	10/18/2011 18:34	10/18/2011 18:33	20L	D	LJ25	N125JW	NMS1	83.5
							NMS2	73.1
							NMS3	91.5
							NMS4	86.2
White	10/18/2011 23:03	10/18/2011 23:02	20L	A	BE58	N683DD	NMS1	81.5
Younger	10/18/2011 19:43	10/18/2011 19:42	20R	D	GLF2	N511TL	NMS1	74.4
							NMS3	81.3
							NMS2	85.5
White	10/19/2011 05:15	10/19/2011 05:10	02R	D	PC12	N669AF	NMS1	78.3
							NMS3	71.6
J. Moss	10/19/2011 19:57	10/19/2011 19:55	20L	A	F2TH	FWK42	NMS1	82.2
Fowler	10/19/2011 23:15	UNKN						
Zeller	10/20/2011 12:30	10/20/2011 12:30	20L	A	C550	N77PR	NMS1	76.7
Jacobson	10/20/2011 19:49	10/20/2011 19:45	20L	D	UNKN	UNKN		
Snyder	10/21/2011 11:50	10/21/2011 11:50	UNK	D	UNKN	UNKN		
Snyder	10/21/2011 12:50	10/21/2011 12:47	UNK	A	UNKN	UNKN		
Snyder	10/21/2011 15:20	10/20/2011 15:20	02R	D	F900	N47EG	NMS1	81.7
Snyder	10/21/2011 15:21	10/21/2011 15:21	02R	D	UNKN	UNKN		
Snyder	10/21/2011 15:25	10/21/2011 15:25	02R	D	BE58	N3066D	NMS1	87.9
Snyder	10/21/2011 15:26	10/21/2011 15:27	UNK	D	UNKN	UNKN		
Snyder	10/21/2011 15:28	10/21/2011 15:29	UNK	D	C560	EJA827P	NMS1	87.7
Snyder	10/21/2011 15:30	10/21/2011 15:31	UNK	D	UNKN	UNKN		
Snyder	10/21/2011 15:36	10/21/2011 15:35	02R	D	BE40	ELJ642	NMS1	90.8
							NMS3	68.0
Snyder	10/21/2011 15:40	10/21/2011 15:42	UNK	D	P46T	N8755X		
Snyder	10/21/2011 16:04	10/21/2011 16:04	UNK	D	UNKN	UNKN		
Snyder	10/21/2011 16:15	10/21/2011 16:17	UNK	D	SBR1	N4CS		
Snyder	10/21/2011 16:50	10/21/2011 16:51	02R	D	PC12	N444FT	NMS1	73.6
Snyder	10/21/2011 16:55	10/21/2011 16:57	02R	D	C750	N910DP	NMS1	81.8
Snyder	10/21/2011 17:28	10/21/2011 17:26	02R	D	C680	EJA311	NMS1	82.8
							NMS2	69.0
Snyder	10/21/2011 17:41	10/21/2011 17:38	02R	A	UNKN	UNKN		
Snyder	10/21/2011 19:05	UNKN						
Brethour	10/21/2011 19:36	10/21/2011 19:37	02R	A	LJ25	N125LW	NMS3	77.1
J. Moss	10/22/2011 07:57	10/22/2011 07:55	02R	D	C560	N294RT	NMS1	91.2
							NMS3	86.3
Snyder	10/22/2011 09:05	10/22/2011 09:05	02R	D	UNKN	UNKN	NMS1	84.4
Snyder	10/22/2011 09:12	10/22/2011 09:12	UNK	UNK	UNKN	UNKN		
Snyder	10/22/2011 09:32	10/22/2011 09:30	02R	D	UNKN	UNKN	NMS1	76.8

Snyder	10/22/2011 09:42	10/22/2011 09:41	02R	D	UNKN	UNKN	NMS1	83.2
Snyder	10/22/2011 10:12	10/22/2011 10:11	02R	D	UNKN	UNKN	NMS1	72.6
Snyder	10/22/2011 10:15	10/22/2011 10:16	02R	D	UNKN	UNKN		
Snyder	10/22/2011 11:13	10/22/2011 11:11	UNK	D	UNKN	UNKN		
Snyder	10/22/2011 11:28	10/22/2011 11:26	02R	D	UNKN	UNKN	NMS1	73.7
Snyder	10/22/2011 11:45	10/22/2011 11:44	02L	D	UNKN	UNKN	NMS1	82.3
Snyder	10/22/2011 11:46	10/22/2011 11:45	02L	A	UNKN	UNKN		
Snyder	10/22/2011 11:50	10/22/2011 11:49	02L	D	UNKN	UNKN	NMS1	87.6
Snyder	10/22/2011 12:10	10/22/2011 12:05	UNK	A	UNKN	UNKN		
Snyder	10/22/2011 12:13	10/22/2011 12:13	UNK	A	UNKN	UNKN		
Snyder	10/22/2011 12:14	10/22/2011 12:15	20L	A	UNKN	UNKN		
Snyder	10/22/2011 12:15	10/22/2011 12:15	34	D	UNKN	UNKN	NMS1	69.6
Snyder	10/22/2011 13:10	10/22/2011 13:09	UNK	A	UNKN	UNKN		
Snyder	10/22/2011 13:13	10/22/2011 13:12	UNK	D	UNKN	UNKN		
Snyder	10/22/2011 13:14	10/22/2011 13:15	02R	D	UNKN	UNKN	NMS1	74.9
Snyder	10/22/2011 13:21	10/22/2011 13:21	UNK	D	UNKN	UNKN		
Snyder	10/22/2011 13:38	10/22/2011 13:33	UNK	D	UNKN	UNKN		
Snyder	10/22/2011 13:41	10/22/2011 13:41	UNK	D	UNKN	UNKN	NMS1	
Snyder	10/22/2011 13:43	10/22/2011 13:42	UNK	A	SR22	IMG104		
Snyder	10/22/2011 13:44	10/22/2011 13:43	UNK	D	UNKN	UNKN		
Snyder	10/22/2011 13:51	10/22/2011 13:51	UNK	A	UNKN	UNKN		
Snyder	10/22/2011 13:54	10/22/2011 13:54	UNK	D	UNKN	UNKN		
Snyder	10/22/2011 14:03	10/22/2011 13:59	UNK	D	UNKN	UNKN		
Snyder	10/22/2011 14:16	10/22/2011 14:16	UNK	A	UNKN	UNKN		
Snyder	10/22/2011 14:45	10/22/2011 14:43	02R	A	UNKN	UNKN		
Snyder	10/22/2011 14:50	10/22/2011 14:47	UNK	A	UNKN	UNKN		
Snyder	10/22/2011 14:53	UNKN						
Snyder	10/22/2011 14:57	10/22/2011 14:57	02L	A	UNKN	UNKN		
Snyder	10/22/2011 15:13	10/22/2011 15:11	02R	D	SR22	IMG104	NMS1	81.0
Snyder	10/22/2011 16:01	10/22/2011 16:00	02L	D	UNKN	UNKN	NMS1	71.2
Snyder	10/22/2011 16:02	UNKN						
Snyder	10/22/2011 16:03	10/22/2011 16:01	02R	D	LJ25	N125JW	NMS1	101.7
							NMS3	81.6
Snyder	10/22/2011 16:04	10/22/2011 16:06	UNK	A	UNKN	UNKN		
Snyder	10/22/2011 16:15	10/22/2011 16:13	02R	D	UNKN	UNKN	NMS1	74.0
Snyder	10/22/2011 17:15	10/22/2011 17:12	UNK	D	UNKN	UNKN	NMS1	72.8
Meisner	10/23/2011 01:00	10/23/2011 01:00	UNK	O	UNKN	UNKN		
Snyder	10/23/2011 11:50	10/23/2011 11:50	UNK	A	UNKN	UNKN		
Snyder	10/23/2011 12:07	10/23/2011 12:04	02R	A	UNKN	UNKN		
Snyder	10/23/2011 12:29	10/23/2011 12:29	UNK	D	UNKN	UNKN		
Snyder	10/23/2011 13:26	10/23/2011 13:22	02R	D	BE9L	N92FC	NMS1	79.5
Snyder	10/23/2011 13:47	10/23/2011 13:42	02R	D	UNKN	UNKN	NMS1	72.5
Snyder	10/23/2011 13:49	10/23/2011 13:49	UNK	A	UNKN	UNKN		
Snyder	10/23/2011 13:50	UNKN						
Snyder	10/23/2011 14:08	10/23/2011 14:06	UNK	A	UNKN	UNKN		
J. Moss	10/23/2011 14:57	10/23/2011 14:54	02R	D	C560	N560EL	NMS1	87.7
Snyder	10/23/2011 14:59	10/23/2011 14:59	02R	A	GLEX	VHVDX		

Fields	10/23/2011 14:59	10/23/2011 14:59	02R	A	GLEX	VHVDX		
Friedman	10/23/2011 14:59	10/23/2011 14:59	02R	A	GLEX	VHVDX		
Snyder	10/23/2011 15:15	10/23/2011 15:14	02R	D	UNKN	UNKN	NMS1	88.2
Snyder	10/23/2011 15:21	UNKN						
Snyder	10/23/2011 15:35	10/23/2011 15:32	02L	D	SR22	N233CF	NMS1	82.3
Snyder	10/23/2011 15:45	10/23/2011 15:45	UNK	A	UNKN	UNKN		
Snyder	10/23/2011 16:02	10/23/2011 16:02	UNK	D	C172	N180AF		
Hans	10/23/2011 19:45	10/23/2011 19:44	UNK	D	GLF2	N511TL	NMS3	87.3
J. Moss	10/24/2011 04:50	10/24/2011 04:49	UNK	A	BE9L	N377P		
Snyder	10/24/2011 13:30	10/24/2011 13:28	UNK	D	UNKN	UNKN		
Snyder	10/24/2011 13:32	10/24/2011 13:31	UNK	D	UNKN	UNKN		
Snyder	10/24/2011 13:33	10/24/2011 13:32	UNK	D	UNKN	UNKN		
Carter	10/24/2011 14:19	UNKN						
Snyder	10/25/2011 16:51	10/25/2011 16:48	UNK	D	UNKN	UNKN		
F. Moss	10/25/2011 20:35	10/25/2011 20:34	20L	A	BE40	OPT454	NMS1	82.9
F. Moss	10/25/2011 20:55	10/25/2011 20:58	20L	A	GLF3	N598GS	NMS1	85.9
J. Moss	10/25/2011 21:15	10/25/2011 21:14	20L	A	C750	N48HF	NMS1	79.2
Snyder	10/26/2011 09:34	10/26/2011 09:33	UNK	D	UNKN	UNKN		
Anonymous	10/26/2011 09:57	10/26/2011 09:57	02R	D	GLF4	N188DX	NMS1	84.1
Anonymous	10/26/2011 09:58	10/26/2011 09:59	02R	D	GLF5	N372BG		
Snyder	10/26/2011 10:33	10/26/2011 10:25	02L	A	UNKN	UNKN		
Snyder	10/26/2011 15:30	10/26/2011 15:26	UNK	A	UNKN	UNKN		
J. Moss	10/26/2011 22:05	10/26/2011 22:07	20L	A	GLF4	TFF470	NMS1	84.4
Snyder	10/27/2011 07:50	10/27/2011 07:49	02R	D	P180	VNR183	NMS1	86.2
Thomas	10/27/2011 14:45	10/27/2011 14:47	UNK	D	GLF3	N598GS	NMS2	76.9
							NMS3	94.5
Anonymous	10/27/2011 14:47	10/27/2011 14:47	UNK	D	GLF3	N598GS	NMS2	76.9
							NMS3	94.5
Thomas	10/27/2011 14:56	10/27/2011 14:53	20L	D	PA32	N64WC	NMS2	75.0
							NMS3	73.6
							NMS4	70.6
Snyder	10/27/2011 15:06	10/27/2011 15:06	UNK	A	UNKN	UNKN	NMS1	74.7
Whitfield	10/27/2011 17:00	UNKN						
Mallory	10/27/2011 22:11	10/27/2011 22:11	20R	D	LJ25	N125JW	NMS1	83.0
							NMS3	95.2
							NMS4	79.9
Doyle	10/27/2011 22:12	10/27/2011 22:11	20R	D	LJ25	N125JW	NMS1	83.0
							NMS3	95.2
							NMS4	79.9
Brethour	10/27/2011 22:12	10/27/2011 22:11	20R	D	LJ25	N125JW	NMS1	83.0
							NMS3	95.2
							NMS4	79.9
Silver	10/27/2011 22:12	10/27/2011 22:11	20R	D	LJ25	N125JW	NMS1	83.0
							NMS3	95.2
							NMS4	79.9
Snyder	10/27/2011 22:15	10/27/2011 22:11	20R	D	LJ25	N125JW	NMS1	83.0
							NMS3	95.2

							NMS4	79.9
Van Pelt	10/27/2011 22:15	10/27/2011 22:11	20R	D	LJ25	N125JW	NMS1	83.0
							NMS3	95.2
							NMS4	79.9
Younger	10/28/2011 02:22	10/28/2011 02:20	20L	D	UNKN	N2GJ		
Snyder	10/28/2011 10:41	10/28/2011 10:40	02R	D	UNKN	UNKN	NMS1	73.9
Snyder	10/28/2011 11:42	10/28/2011 11:40	02R	D	UNKN	UNKN	NMS1	86.3
Snyder	10/28/2011 12:02	10/28/2011 12:01	02R	D	UNKN	UNKN	NMS1	87.6
Snyder	10/28/2011 13:02	10/28/2011 13:01	UNK	D	UNKN	UNKN	NMS1	71.7
Snyder	10/28/2011 13:19	10/28/2011 13:18	UNK	D	UNKN	UNKN		
Snyder	10/28/2011 13:36	10/28/2011 13:35	UNK	D	UNKN	UNKN		
Snyder	10/28/2011 14:05	10/28/2011 13:59	UNK	D	UNKN	UNKN	NMS1	75.9
Snyder	10/28/2011 14:07	10/28/2011 14:00	02R	D	UNKN	UNKN	NMS1	76.1
Snyder	10/28/2011 14:22	10/28/2011 14:24	02L	A	UNKN	UNKN	NMS1	68.4
Anonymous	10/28/2011 14:30	UNKN						
Snyder	10/28/2011 14:48	UNKN						
Snyder	10/28/2011 15:27	10/28/2011 15:27	UNK	D	P28A	N288HG		
Snyder	10/28/2011 15:35	10/28/2011 15:33	02R	D	UNKN	UNKN	NMS1	73.7
Snyder	10/28/2011 16:08	10/28/2011 16:04	UNK	D	PA27	N327DR		
Snyder	10/28/2011 16:10	10/28/2011 16:13	UNK	A	UNKN	UNKN		
Snyder	10/28/2011 16:48	10/28/2011 16:46	02R	D	C525	GPD157	NMS1	82.2
							NMS3	72.8
Snyder	10/28/2011 16:54	10/28/2011 16:49	UNK	D	HXB	N334AK		
Brethour	10/28/2011 17:40	10/28/2011 17:40	20L	D	LJ25	N81AX	NMS1	66.2
							NMS3	91.2
							NMS2	73.0
							NMS4	76.9
Younger	10/28/2011 21:15	10/28/2011 21:13	20L	D	SR22	N788PG	NMS3	72.9
							NMS2	77.8
J. Moss	10/28/2011 23:00	10/28/2011 22:57	02R	D	C560	N691ES	NMS3	77.7
							NMS1	87.6
Younger	10/29/2011 19:30	10/29/2011 19:32	UNK	D	UNKN	UNKN		
Younger	10/29/2011 22:11	10/29/2011 22:03	UNK	A	BE58	N58TG		
Jacobson	10/31/2011 12:22	UNKN						
Snyder	10/31/2011 16:55	10/31/2011 16:57	02R	A	UNKN	UNKN		

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

 = Complaint + high noise + curfew operation

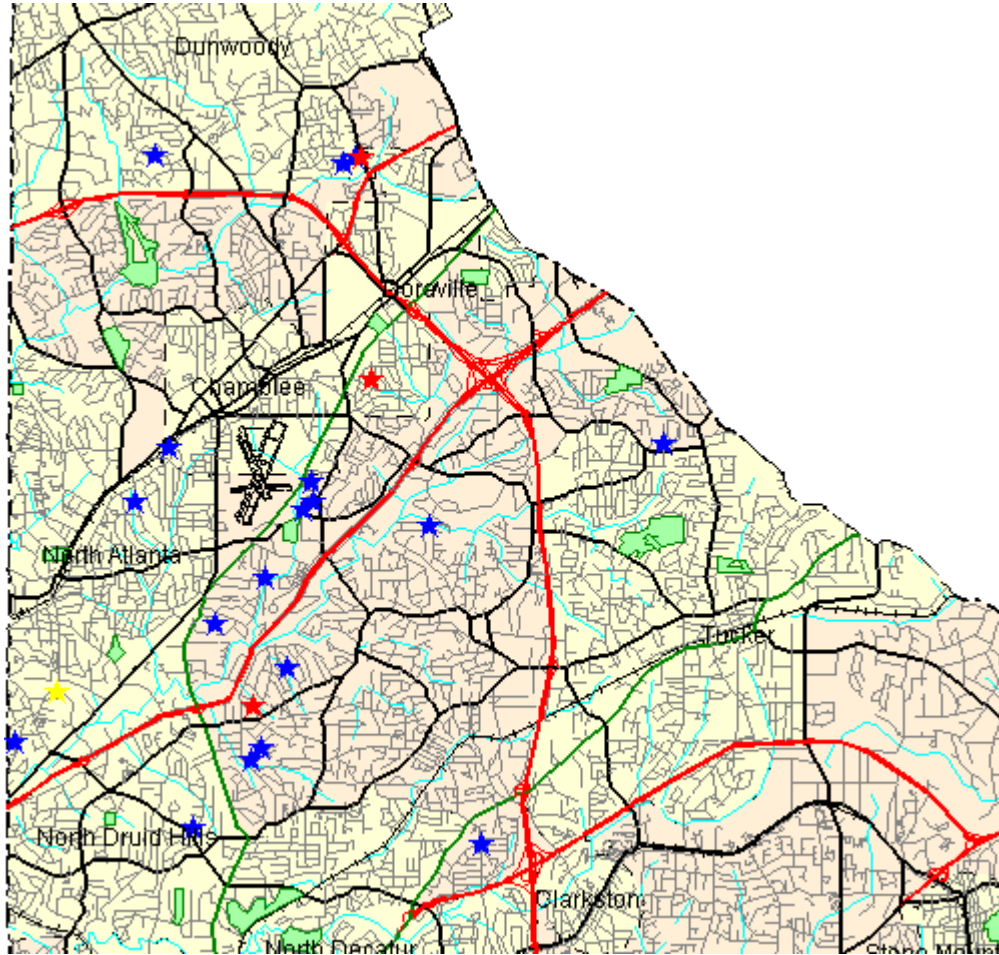
The airport correlated 204 (92%) of the noise complaints with aircraft operations from PDK to be **direct** correlations. Of the 222 noise complaints, 2 (1%) were **indirect** correlation to operations and 17 (7%) were **not correlated**.

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

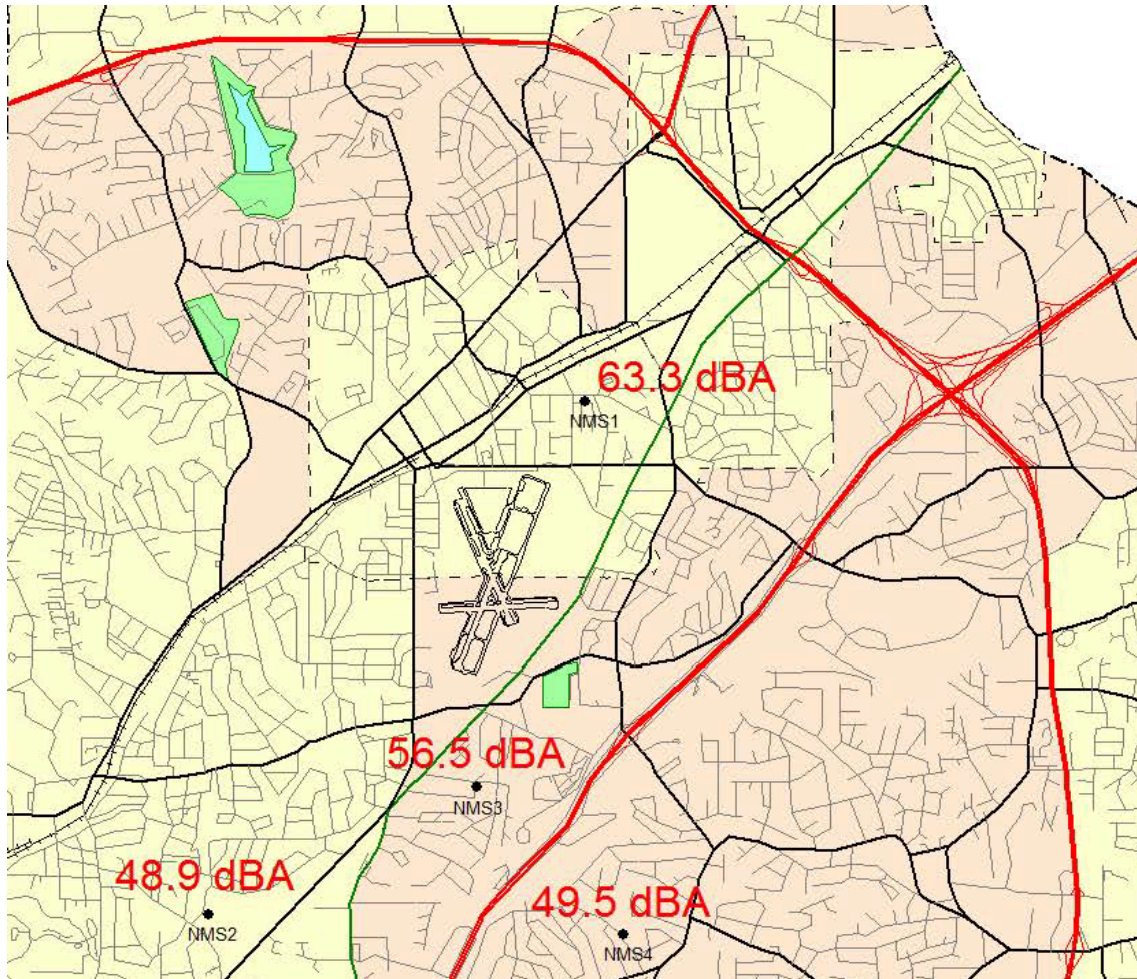
Indirect = Not linked to a specific flight operation (take-off thrust, reverse thrust; correlated by staff). **Not**

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 331 of the 342 operations during the voluntary curfew period (11PM-6AM) during the month of October, 2011. 61 of these 342 operations were identified as MEDEVAC and/or emergency flights.

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

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

Operators Identified / Multi-Use:

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

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

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

Complaints received from operations conducted during the voluntary curfew period:

222 complaints were received during October, 2011.

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

This Month (N #'s)

39 Aircraft with 2 operations (7402, 78515, 106GB, 125JW, **147NA**, 15DM, 1SC, **24GJ**, **283KA**, 30LF, 341CA, 34LT, 4455M, **350PC**, **3589X**, 3GFA, **400GJ**, 401SM, **40PK**, 412GJ, 443AM, 493TM, 5208K, 521RG, 525BW, 2387G, 57MV, 615HB, 669AF, 687AF, 7877D, 88MT, 91MG, 9367Q, 967TC, 997R, 998JB, 99NJ,99ZC)

7 Aircraft with 3 Operations (**209CM**, 32SV, 3558E, 401BL, 40VK, 910DP, 984BD)

3 Aircraft with 4 Operations (377P, 700UT, 711KB)

2 Aircraft with 5 Operations (**117CH**, **68DA**)

2 Aircraft with 6 Operations (**31NW**, **4093W**)

1 Aircraft with 8 Operations (**202TC**)

1 Aircraft with 14 Operations (9514F)

1 Aircraft with 16 Operations (333VS)

1 Aircraft with 20 Operations (**101TT**)

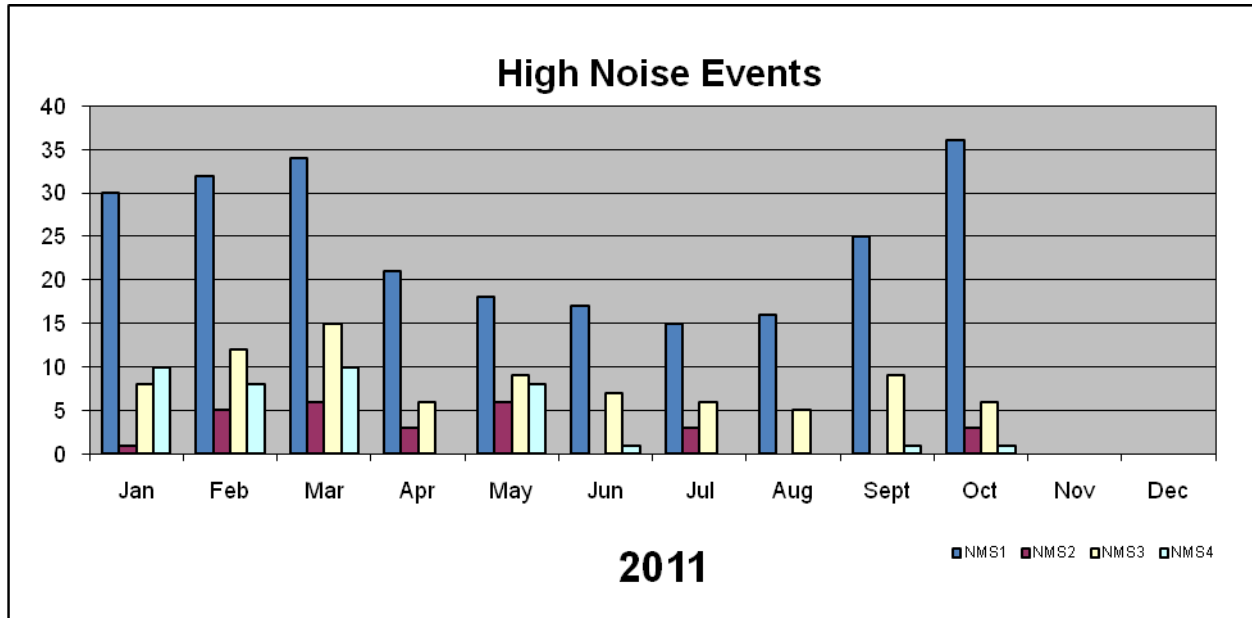
1 Aircraft with 22 Operations (208LS)

1 Aircraft with 26 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 **24** advisory letters were sent this month for aircraft identified as exceeding PDK's high noise event threshold.



September (N #'s)

20 Aircraft with 1 High Noise Events (**400GJ**, 87DY, 500GF, 450WB, 186XL, 823PM, 253DS, 111FA, 114SN, 213BA, 416WM, 467AM, 499PA, 500JW, 500TH, 523AM, 550RM, 598GS, 733G, 900JB)

4 Aircraft with 2 High Noise Events (301MT, 30WR, 428JD, 330WR)

1 Aircraft with 6 High Noise Events (125JW)

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)

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>