



Monthly Report

DeKalb Peachtree Airport Noise Information Office

June 2010

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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) 936-5420 or visit the airport's web-site at 'www.pdkairport.org'.

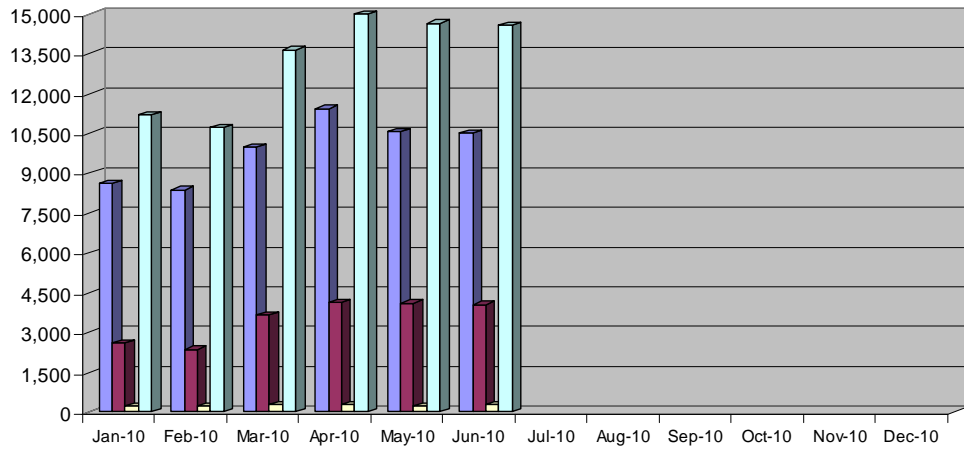
Aircraft Operations Summary

	This Month	This Month Last Year	5 Year Average for Month
Total Operations	14,571	15,348	17,272
Itinerant	10,523	10,390	12,184
Local	4,048	4,958	5,088
Voluntary Curfew Ops	260	276	318
Prior Authorization (75,000 Pounds)	10	No noise disturbance calls associated with these flights. 1 voluntary curfew ops 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.

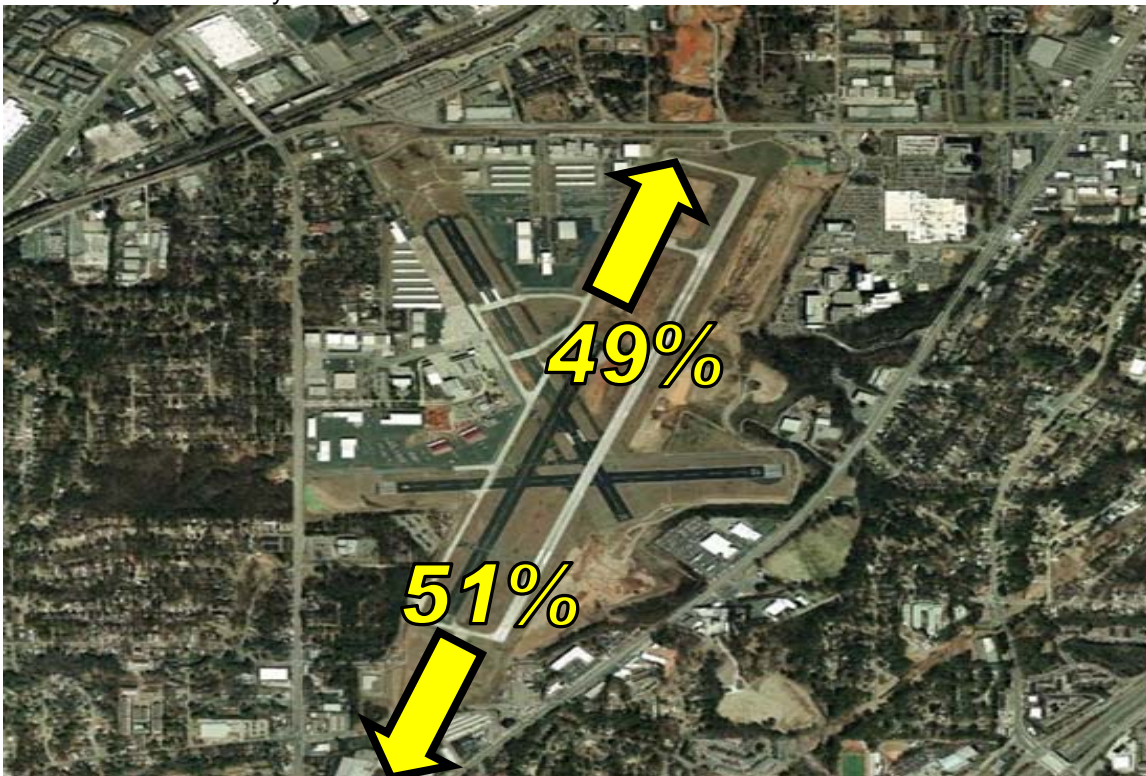
2010 Aircraft Operations Summary - By Type



	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
Interant	8,624	8,364	9,994	11,435	10,545	10,523						
Local	2,575	2,353	3,657	4,114	4,104	4,048						
Voluntary Curfew	220	211	254	288	228	260						
Total Operations	11,199	10,717	13,651	15,549	14,649	14,571						

Runway Mode of Operations

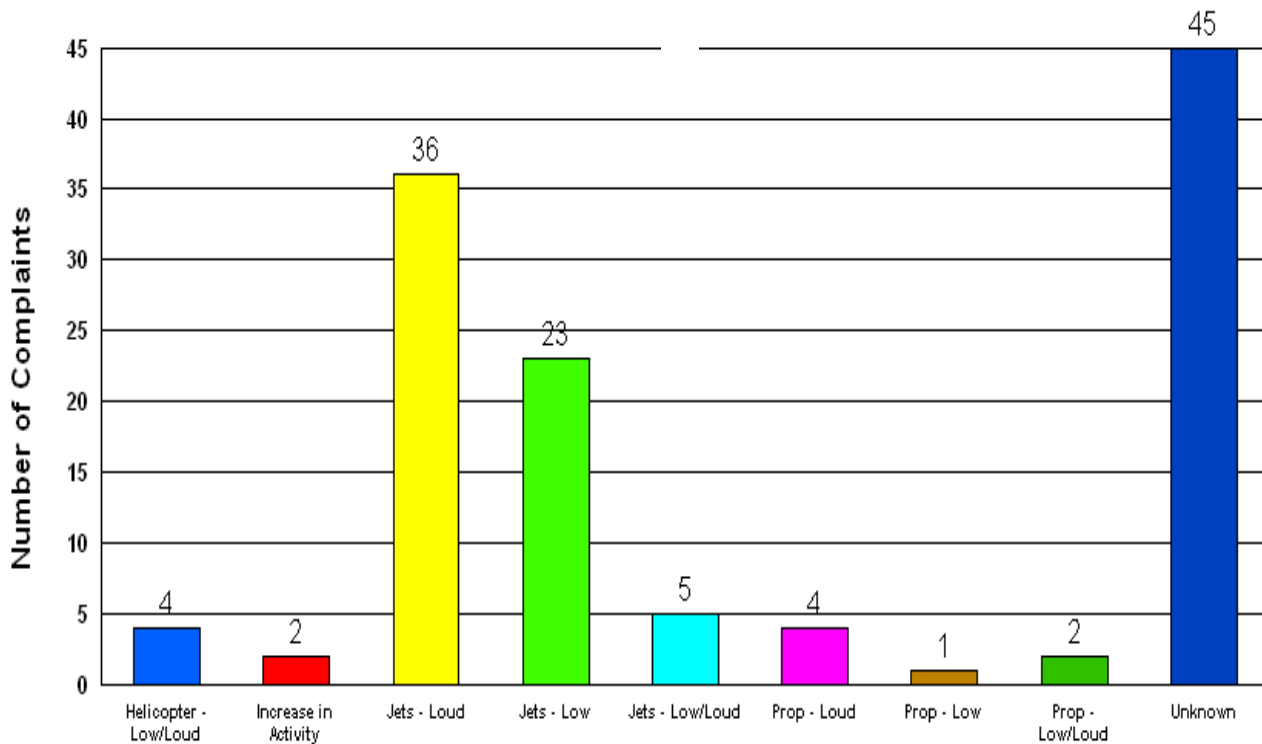
Directional use of runways has a major effect on flight patterns and the areas affected by these flight operations. Weather and wind direction generally determines runway selection. When the tower is open the FAA Air Traffic Control Tower determines directional use of runways.



Noise Disturbances Reported

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

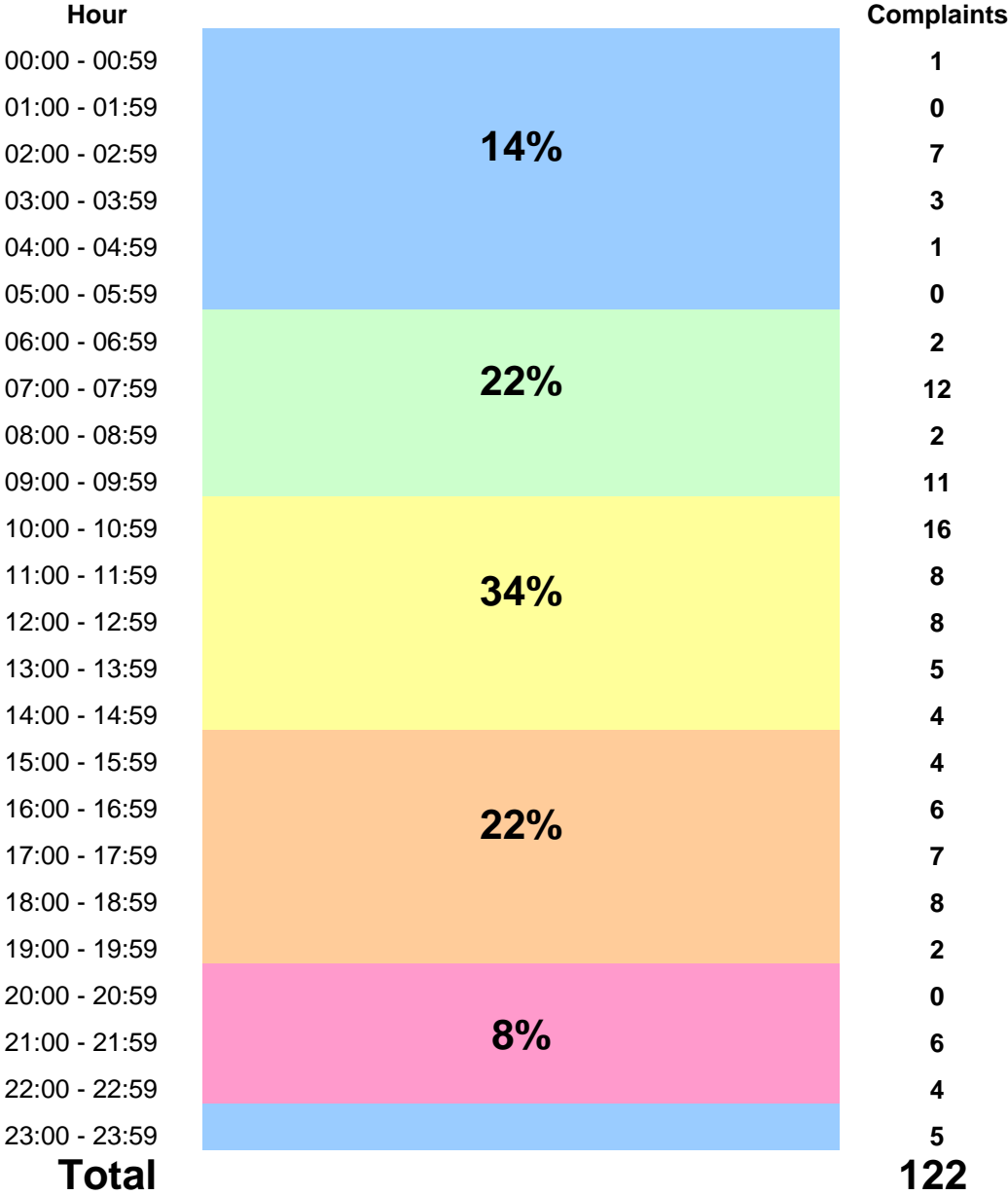
Total complaints for the month	Monthly Complaint Average 2010	Reports per Household <i>(minus top two/Households)</i>	Reports per Household <i>All Inclusive</i>
122	202	3.38	6.1



Complainants

Name	Address	Number of Complaints
Begner	Cravey Dr.,	1
Feldman	2376 Arrow Cir, Atlanta 30341	6
Salzar	2500 Shallowford Rd., Atlanta 30345	1
Binkert	2480 Ellijay Dr, Atlanta 30319	2
Moss	2538 Chestnut Landing, Atlanta 30360	37
Kelsh	5312 Claridge Square, DUNWOODY 30338	1
Moss	2538 Chestnut Landing, Atlanta 30360	3
Schneeberg	2707 Ashford Rd, ATLANTA 30319	1
White	2502 Chestnut Landing, Dunwoody 30360	5
Marv	UNKNOWN,	1
Shannon	2516 Warwick Cir., Atlanta 30345	2
Albert	Chestnut Landing, Dunwoody 30360	1
Brown	3566 Keswick Drive, Chamblee 30341	1
Thomas	1061 Shady Valley Place, Atlanta 30324	1
Levy	2139 Street De Ville NE, ATLANTA 30345	24
Saddler	2516 Warwick Cir, Atlanta 30345	1
Whitfield	2993 Villa Esta Dr., CHAMBLEE 30341	1
Synder	3436 Allison Dr,	3
Silver	2108 Meadowcliff Drive, Atlanta 30345	24
Younger	2030 Lenox Cove Circle, Atlanta 30319	6
Number of Complaints:		122
Number of Complainants:		20

Complaints by hour



Correlation of noise complaints to operations (NOMS)

Name	Offense Start	Flight Time	Flight ID	Rwy	Equip	Op	NMS	Lmax
Silver	6/1/2010 10:04	6/1/2010 10:02	20L	D	C56X	N186XL	NMS3	80.1
							NMS4	70.6
Levy	6/1/2010 13:37	6/1/2010 13:37	20R	D	GLF4	N200LC	NMS3	73.1
Silver	6/2/2010 10:10	6/2/2010 10:08	20L	D	BE36	N3848N	NMS4	74.7
							NMS3	77.8
Silver	6/2/2010 17:02	6/2/2010 17:02	UNK	D	C550	N600KM	NMS4	74.3
							NMS3	74.7
Levy	6/3/2010 9:30	6/3/2010 9:30	UNK	D	WW24	N66VA	NMS3	82.9
							NMS4	75.7
Silver	6/3/2010 9:30	6/3/2010 9:30	UNK	D	WW24	N66VA	NMS3	82.9
							NMS4	75.7
Silver	6/3/2010 10:04	6/3/2010 10:03	20L	D	BE36	N914CR	NMS4	75.2
							NMS3	68.3
							NMS3	74.5
Silver	6/3/2010 10:40	6/3/2010 10:39	20L	D	PA31	N27956	NMS4	74.3
							NMS3	71.1
Thomas	6/3/2010 17:39	6/3/2010 17:39	UNK	D	UNKN	UNKNOWN	NMS2	66.8
Levy	6/3/2010 17:53	6/3/2010 17:52	UNK	D	LJ45	N454N	NMS3	74.5
Feldman	6/3/2010 18:03	6/3/2010 18:06	UNK	A	C172	N6204F	NMS1	71
							NMS1	67.4
							NMS1	83.5
							NMS1	68.7
Moss	6/3/2010 22:00	6/3/2010 22:01	20L	A	GLF3	N111FA	NMS1	92.4
Feldman	6/3/2010 23:31	6/3/2010 23:31	20L	A	UNKN	UNKNOWN	NMS1	87
Feldman	6/3/2010 23:41	6/3/2010 23:40	20L	D	C501	N233DB	NMS3	69.2
Feldman	6/4/2010 8:25	6/4/2010 8:25	9	D	UNKN	UNKNOWN		
Moss	6/4/2010 14:40	6/4/2010 14:43	20L	A	B350	N971JP	NMS1	84.2
Silver	6/4/2010 16:42	6/4/2010 16:40	20L	D	GLF4	N52MK	NMS4	68.2
							NMS3	84.4
Albert	6/4/2010 18:06	6/4/2010 18:07	20L	A	UNKN	UNKNOWN	NMS1	83
Moss	6/4/2010 22:06	6/4/2010 22:10	20L	A	GLF2	N720DR	NMS1	99
Silver	6/5/2010 16:21	6/5/2010 16:20	16	D	UNKN	UNKNOWN	NMS4	97.2
Silver	6/5/2010 16:28	6/5/2010 16:20	16	D	UNKN	UNKNOWN	NMS4	97.2

Silver	6/6/2010 10:36	6/6/2010 10:35	UNK	D	UNKN	UNKNOWN	NMS4	77.3
							NMS3	80.3
Silver	6/6/2010 18:53	6/6/2010 18:52	20R	D	H25B	N800QC	NMS3	78.2
							NMS4	69
Silver	6/6/2010 22:48	6/6/2010 22:47	20R	D	C560	N500FZ	NMS3	80
Moss	6/7/2010 7:02	6/7/2010 7:00	02L	D	FA50	N78LT	NMS1	87.6
							NMS3	72.6
Silver	6/7/2010 9:33	6/7/2010 9:33	UNK	A	BE36	N1089E	NMS4	67.2
Silver	6/7/2010 9:58	6/7/2010 10:03	02R	A	F2TH	N943JB	NMS4	76.7
Silver	6/7/2010 12:35	6/7/2010 12:35	UNK	A	TEX2	BUCK310	NMS4	69.7
Silver	6/7/2010 12:38	6/7/2010 12:38	UNK	A	LJ45	N454N		
Moss	6/8/2010 9:25	6/8/2010 9:23	02R	D	C750	OPT707	NMS1	78.3
Feldman	6/8/2010 21:29	6/8/2010 21:27	9	D	UNKN	UNKNOWN		
Binkert	6/11/2010 2:57	6/11/2010 2:57	UNK	D	UNKN	UNKNOWN	NMS2	69
Silver	6/22/2010 7:45	6/22/2010 7:42	UNK	D	LJ45	N454N	NMS3	78.3
Silver	6/22/2010 9:07	6/22/2010 9:06	20L	D	ASTR	N749GA	NMS3	80.6
Silver	6/22/2010 10:51	6/22/2010 10:49	20L	D	C560	N500FZ	NMS3	81.9

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

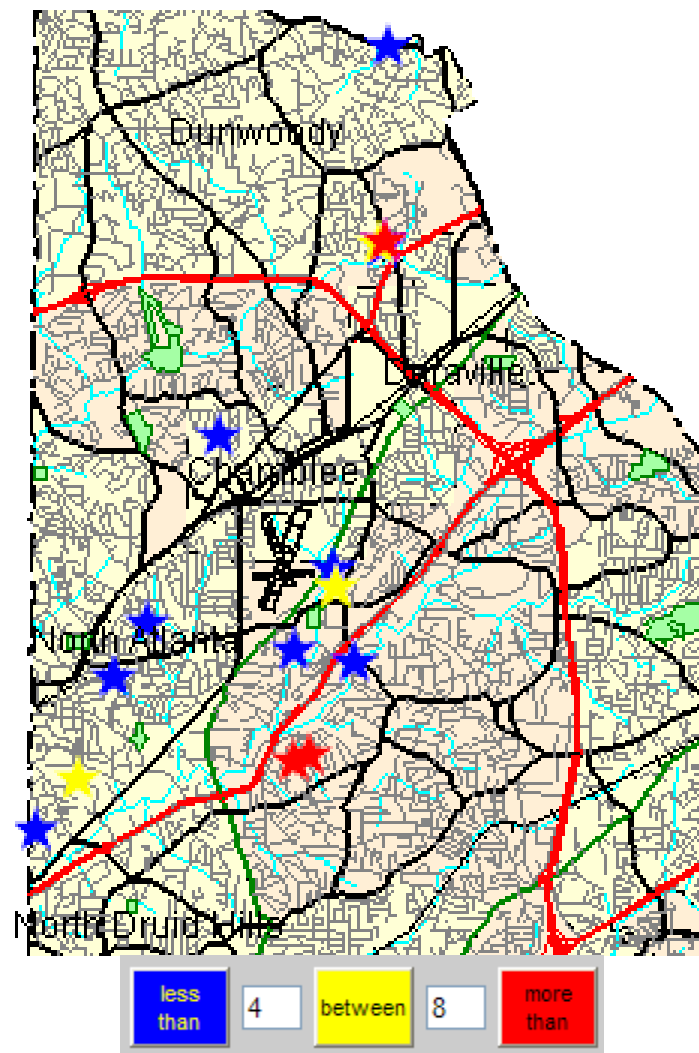
The airport correlated 35 (29%) of the noise complaints with aircraft operations from PDK to be **direct** correlations. Of the 122 noise complaints, 105 (86%) were **indirect** correlation to operations and 17 (14%) were **not correlated**.

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

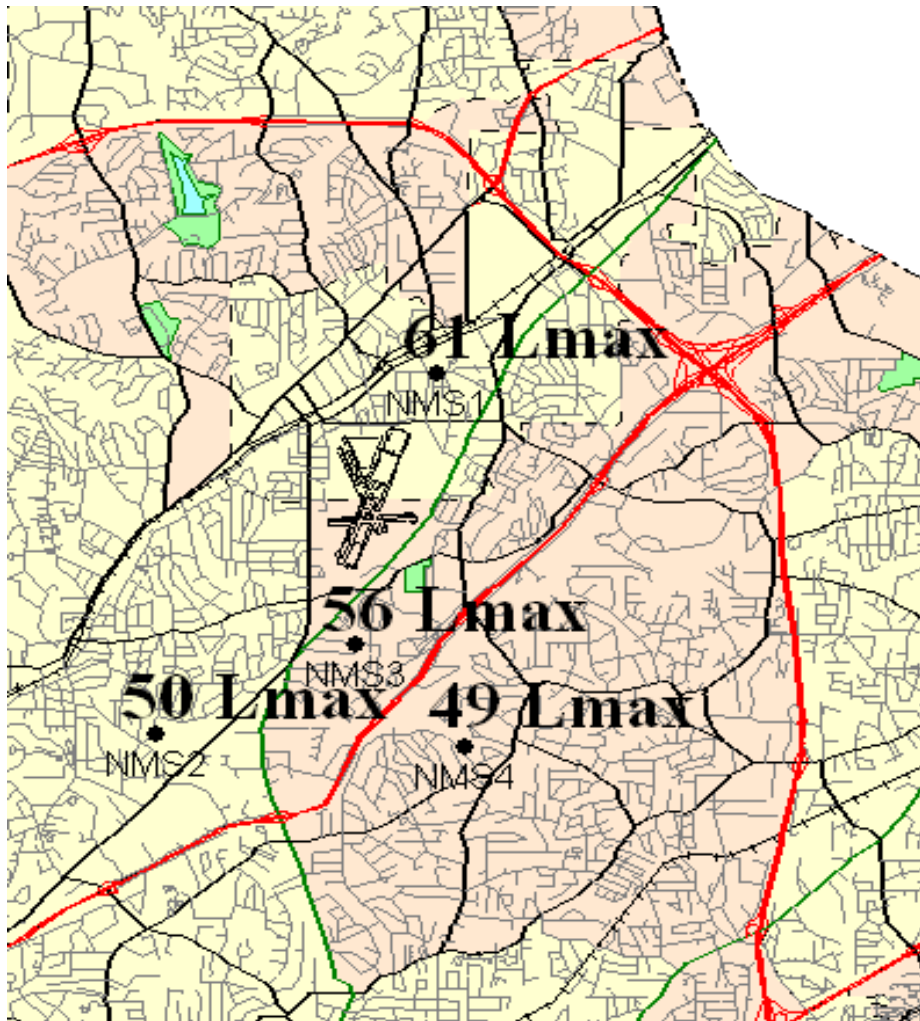
Indirect = Not linked to a specific flight operation (take-off thrust, reverse thrust; correlated by staff).

Not Correlated = Can not 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 of 257 of the 260 operations during the voluntary curfew period (11PM-6AM) during the month of June, 2010. 64 of the 257 operations were identified as MEDEVAC and/or emergency flights.

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

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

Operators Identified / Multi-Use:

125 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.

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

Complaints received from operations conducted during the voluntary curfew period:

122 complaints were received during June, 2010.

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

3 noise complaints were correlated to operations for the month during the curfew period.

23 operators were identified and correlated to noise complaints.

This Month (N #'s)

26 Aircraft with 2 operations (27481, 120JP, **147NA**, 200LC, 241CA, 2649J, 3011N, 33AK, 377P, 401SM, 404HG, **4093W**, 49JG, 561AM, 56KA, 604GS, 615HB, 627E, 711CQ, 721AF, 795CA, 812GJ, 885EW, 889B, **891AA**, 93SK)

3 Aircraft with 3 Operations (412GJ, 6015F, 957BJ)

5 Aircraft with 4 Operations (12556, **202TC**, 333VS, 418GJ, 7877D)

2 Aircraft with 5 Operations (**101TT**, 546DC)

1 Aircraft with 7 Operations (**31NW**)

1 Aircraft with 8 Operations (9539F)

1 Aircraft with 11 Operations (**3589X**)

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

1 Aircraft with 13 Operations (1006V)

1 Aircraft with 15 Operations (74AW)

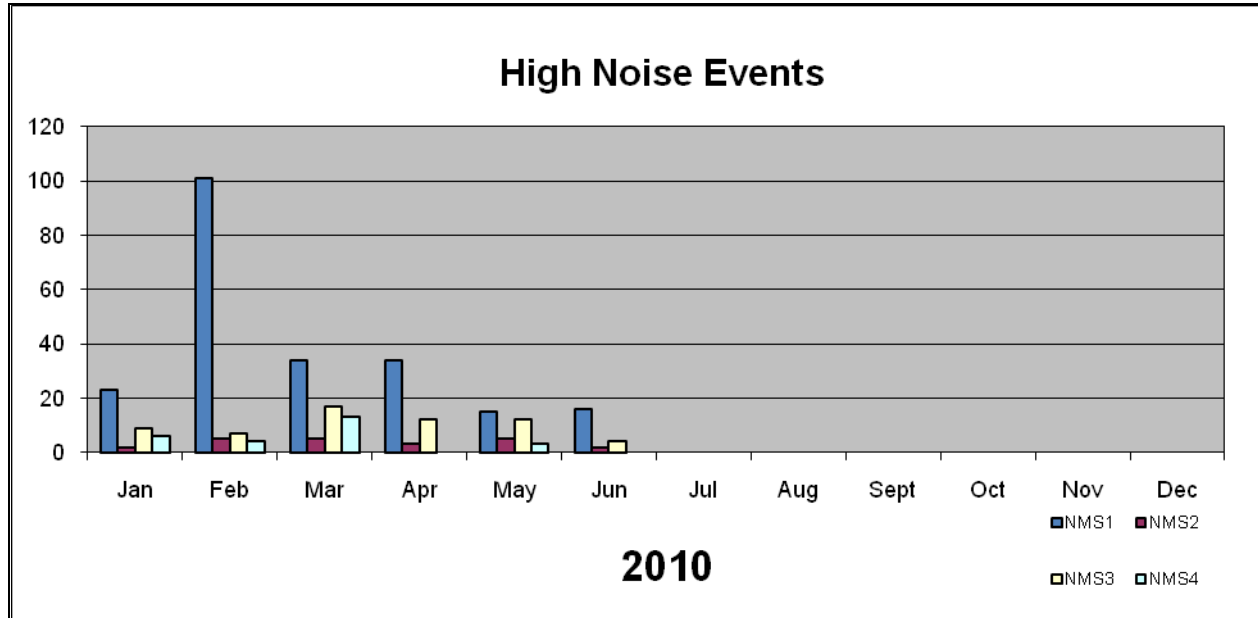
1 Aircraft with 18 Operations (**4083Y**)

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

***The Director of the airport has identified those aircraft that have operated during the curfew hours (for two consecutive months with multiple operations of two or more). There were five aircraft for the month: N241CA, 2649J, 377P, 615HB, and 74AW.*

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



May (N #'s)

32 Aircraft with 1 High Noise Events (BOMA57, 102BQ, 111FA, 125JW, 241BF, 2649J, 294RT, 330WR, 343PM, 427TM, 428JD, 42AJ, 4618R, 5200, 5548N, 623E, 762GS, 800RF, 804MR, 805PR, 838SC, 868SM, 924WJ, OPT427, REX141, TALON94, VNR162, VNR167, VNR168)

3 Aircraft with 2 High Noise Events (200SG, 403FF, 623MS)

June (N #'s)

18 Aircraft with 1 High Noise Events (EJA638P, LTHL12, LXJ256, 123KD, 149DL, 200SG, 217WC, 30WR, 330WR, 374G, 443C, 500GF, 651CV, 720DR, 74WM, 868DS, 900JB, VNR149)

2 Aircraft with 2 High Noise Events (492JT, 800RF)

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