



DeKalb County

DeKalb Peachtree Airport (PDK)  
(770) 936-5440  
FAX: (770) 936-5446

212 Administration Building  
2000 Airport Road, Atlanta, Georgia 30341

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Mr. Mark Ward, Manager  
Operations Support Group  
Eastern Service Area, Air Traffic Organization  
Federal Aviation Administration  
P.O. Box 20636  
Atlanta, Georgia 30320

**TITLE:** Department of Transportation, Federal Aviation Administration Proposed Modification of the Atlanta, GA, Class B Airspace Area  
**RE:** FR Doc. E9-28900, Filed 12-3-09

The FAA is proposing to lower the Atlanta Hartsfield-Jackson International Airport (KATL) Class B airspace over all of DeKalb County. The DeKalb Peachtree Airport (KPDK) is owned and operated by DeKalb County. The PDK Airport is the second busiest airport in the State of Georgia in total number of takeoffs and landings (operations) and is located in northern DeKalb County.

As in all changes made to the ATL Class B and surrounding airspace in the past, there has been no attempt made to incorporate the major satellite general aviation reliever airports into the plan.

The presentation confused the audience with the “no changing of sector airspace” statement.

The proposed KATL Class B airspace will:

Lower the airspace for commercial air traffic by 1,000 feet over north DeKalb County north of the PDK Airport;

Lower the airspace for both commercial and general aviation air traffic by 3,000 feet over and immediately south of PDK Airport; and,

Lower the airspace for commercial air traffic by 1,000 feet over south DeKalb County.

The proposed lowering of KATL Class B airspace will compress Visual Flight Rules (VFR) traffic over all DeKalb County. The presentation addressed an “increase in level of safety” for IFR to VFR traffic. However, the presentation failed to consider the safety consequences of VFR to VFR traffic in the areas around the PDK Airport.

The proposed redrawing of the airspace around the PDK Airport places the junction of three (3) different floors of the Class B almost immediately above the airport. Any pilot departing under VFR must determine the floor of the Class B before takeoff from PDK. This can lead to inadvertent penetration of the Class B totally dependent upon the departure direction of the VFR aircraft. The same can be said for entry into the Class D airspace under the newly revised Class B airspace proposal.

Immediately above the PDK Airport, the airspace for VFR-only aircraft to remain clear of the Class B airspace for KATL and the Class D airspace for KPDK is compressed from 8,000’MSL to 5,000’MSL. This means the airspace for KPDK for VFR transient aircraft under the redesign proposal is compressed from 4,500’ to 1,500’.

While numerous changes are being proposed for the VFR flyways to circumnavigate the Class B airspace, no VFR corridor(s) has been proposed to pass over the top of KATL either north or southbound.

The proposed lowering of KATL Class B airspace will lower all Instrument Flight Rules (IFR) traffic over all DeKalb County.

The proposed lowering of KATL Class B airspace will cause more departure delays for aircraft awaiting IFR departure from the PDK Airport.

The lowering of all flights (VFR/IFR) in the KATL Class B airspace will bring more noise pollution to all the residents of DeKalb County.

The lowering of all flights (VFR/IFR) in the KATL Class B airspace will bring more aircraft emissions pollution to all the residents of DeKalb County.

The lowering of IFR flights in the KATL Class B airspace will bring more noise pollution to the residents nearby the PDK Airport as ground delays increase.

The lowering of all flight (VFR/IFR) in the KATL Class B airspace will bring more emissions pollution to the residents nearby the PDK Airport as ground delays increase.

The lowering of KATL Class B airspace over DeKalb County will reduce property values in DeKalb County.

The lowering of KATL Class B airspace over DeKalb County will reduce the total DeKalb County tax digest with the reduction in property values.

The lowering of KATL Class B airspace over DeKalb County will affect the overall quality of life for all the residents and business owners of DeKalb County.

Categorical Exclusion/Environmental: It appears the FAA is relying on the supposition that the redesign of the Class B airspace only encompasses what is already being accomplished by ATC. It appears the FAA is also relying on the supposition that the redesign of the Class B airspace is above 3,000' AGL and therefore qualifies for a categorical exclusion. However, the design proposal totally fails to recognize those impacts to the surrounding general aviation reliever airports and Dobbins ARB. It this cascading effect that must be considered by the FAA in a complete environmental study.

The DeKalb Peachtree Airport opposes the FAA's proposed changes to the KATL Class B airspace as it affects all the residents of DeKalb County.

***Carl L. Rimmel***

Carl L. Rimmel, AAE/ACE  
Airport Director

Cc: CEO, DeKalb County, Georgia  
Ted Rhinehart, COO, Infrastructure Group  
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