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Technical Advisory Committee (TAC) Meeting Minutes

The PDK Master Plan Intergovernmental Coordinating Committee met on Thursday, July 11, 2019 at 2:00 PM at the DeKalb Peachtree Airport Admin Building, Room 227.

The Technical Advisory Committee (TAC)
The TAC is comprised of airport users with substantial knowledge of technical aspects of the airport. Members are appointed by airport management and will include corporate pilots, flights schools, PDK - Airport Association, FBOs, airport leaseholders, airport businesses, PDK Air Traffic Control Tower, National Business Aircraft Association, Aircraft Owners & Pilots Association, and tie down/t-hanger tenants. Staff from the FAA and the GDOT are also invited.

TAC Meeting #3 Goals and Objectives:

- Review the Master Plan Process
- Review Facility Requirements Analysis

Members Present: Tracie Kleine (GDOT), Barbara Bowman (Tie Down 1), Paul Reynolds (Atlantic FBO), Harry Nuttall (Major Leaseholder), Dan Emin (Flight School 1), Joe McCarty (PDK Pilot's Association)
Members Absent: Trey C., Chris Primrose, Patrick O'Neil (Major Leaseholder), Evanthe Papastahis (Flight School 2), Greg Voos (NBAA Rep), Dr. James Frank (T-Hanger), Joseph Robinson (GDOT), James Storm (FAA Facilities Rep), Russell Fagan, Patrick Whitmore (FBO – EPPS), Lexis Crosby (PDK ATCT), Howard Joe (T-hanger), John Barnett (PDK Pilot Association Rep), Shane Dale (FBO – EPPS), Lori Bell (AOPA Rep), Mark Clark (Tie Down 2), Randy Carpenter (Tenant)
Others Present: Airport Director Mario Evans, Jim Duguay of Michael Baker, Fola Shelton of Michael Baker, Joseph Snyder of Michael Baker, Mackenna Perkins of Michael Baker, Erika Dorland of Smartegies, and Regan Radakovich of Smartegies.

The TAC meeting began at 2:03 PM.

I. Erika Dorland from Smartegies welcomed the committee to the meeting and introduced herself and encouraged others to introduce themselves.
II. Jim Duguay begins the presentation by identifying the contents of the presentation: master plan, facility requirements analysis and next steps.
III. Jim addresses the master plan process section of the presentation:

a. Phase 1 – Airport Visioning: Stakeholder Engagement, Goals & Objectives, Existing Conditions and Aeronautical Forecast.
b. Phase 2 – Master Plan: Needs Assessment, Development Options, Stakeholder Engagement, Implementation Plan, Final Deliverables. We are currently at the Needs Assessment phase. We have not created development options yet but will have concepts to show at the next round of meetings.

IV. Planning Horizon Activity Levels. The two major components of the aeronautical forecast are based aircraft and operations.
a. Historic Based Aircraft Levels 1990-2018
i. PDK was built in World War II. The airport has had as many as 600 based aircraft. PDK is currently at 355 based aircraft. There was a big drop in based aircraft during the recession, private pilots were no longer participating in recreational flying and corporations were not flying a lot either. The based aircraft has been increasing slowly since then.
b. Based Aircraft Forecasts 2019-2040
i. For the master plan we have completed at 22-year projection because the master plan project takes about 2 years to complete and we want to have a full 20-year outlook at the end of the master plan.
ii. PDK's based aircraft is forecasted to increase up to approximately 487 aircraft over the next 22 years by 2040.
iii. This is what we consider a demand forecast, it is not saying the airport will actually be able to accommodate this amount of aircraft and it is more about growth rates in the industry overall.
iv. This is a breakdown of what we estimate the increase in based aircraft over the next 20 years. The chart shows the growth rate for single engine, multi-engine, jet and helicopter. Part of the forecast was based off of a survey we provided to the members who are currently on an 8-year waiting list for hangar space at PDK. We surveyed the potential tenants about what type of airplanes they wanted to bring and house at the airport and were those planes housed at PDK or another airport. The jet part of the forecast reflects the national jet forecast and is a little bit higher than small aircraft. This is a projection of potential demand at the airport.
c. Historic Local and Itinerant Operations 1990-2018
i. Since 1990 the airport has seen operations up to 250,000 takeoffs and landings a year. The airport is currently at about 160,000 takeoffs and landings a year. The main decrease in that there has been less touch-and-go flight training at the airport. The airport has discouraged the flight school from doing touch-and-go's at PDK and has suggested they use outlying airfields to practice for noise abatement purposes.

d. Local and Itinerant Operations Forecasts 2018-2040
    i. We are projecting the airport to increase operations to about 219,000 annual operations by 2040.
e. Annual Operations (Combined Local & Itinerant)
    i. The chart is a breakdown of based aircraft by a 5-year, 10-year and 20-year projection. In the master plan we try to divide up potential improvements in those time frames.
f. Annual Growth Rate (AAGR)
    i. The chart displays the growth rates that were applied for based aircraft at the airport in comparison to FAA growth rates.
    ii. Why are we concerned about growth in operations of the airport? As a part of the master plan we will forecast the noise footprint of the airport. In the map image the contours shown were previously created. The dotted lines show noise levels in 2004 and the solid lines show noise levels in 2016.

V. Jim addresses the facility requirements section sections of the presentation:
a. Major Categories of Facility Requirements
    i. Standard aspects of an aviation master plan are airfield capacity, identification of critical aircrafts, airfield safety requirements, landside improvements, airport support facilities.
b. Airfield Capacity
    i. This is the theoretical number of operations PDK can handle in a year without delaying any aircraft to takeoff. The number is based on the runway layout. PDK has two parallel runways. Landings and takeoffs can take place simultaneously. There is also a smaller crossway runway.
    ii. Jim points out runway details specific to PDK on an aerial image of the airport on a board at the meeting. They are looking into the usage of entryways and how to improve upon.
    iii. PDK can handle up to 275,000 operations.
    iv. How do airport planners use this information? If the airport operations were nearing airport capacity, we would potentially need to build more runways or need to create more efficient taxiway entries and exits. Based on the circumstances at PDK, we will not be adding new runways but may look at taxiway improvements.
c. Critical Aircrafts
    i. The critical aircraft is the most demanding at the airplane that has at least 500 operations at the airport. It is based on the individual runway. We looked at flight plan data and identified what the most demanding aircrafts operating at the airport over the last twelve months.

ii. For the primary runway the most demanding airplane is the Gulfstream 550. We evaluate the design standards in order to be able to accommodate the sizing of the aircraft.
iii. For the short parallel and crosswind runways (secondary) the primary airplane is the King Air 90.
iv. The 500 operations are based on a whole year or preceding 12 months

d. Runway Design Group. The corresponding runway design group for runways at PDK is D-III for the primary runway and B-I for the secondary runway.
e. Airfield Safety Requirements. We will review the following airfield safety requirements:
f. Runway Length & Comparison
    i. The master plan in not planning on extending any runways.
    ii. Operations are somewhat constrained to the runway length we have available.
    iii. We cannot extend runways at PDK, due to the constraint of roads on either side of the airport.
g. Runway Width
    i. Based on design standards, there is no widening required for the runways at PDK. The primary runway is 100 feet wide which meets FAA standards. The secondary runway is 50 feet wide.
    ii. The secondary runways at PDK are much wider than what is required. The runways were built during military times and since then the FAA has established their guidelines.
    iii. The airport is not looking into narrowing the runways. The runways will need to be replaced eventually, but that is not going to be for more than 20 years. In the meantime, the runways will be crack sealed.
    iv. It will not be a recommendation of the master plan.
h. Wind Coverage
    i. Airplanes need to land into the wind. The direction they land and takeoff depends on wind direction. Larger aircraft can handle the crosswinds on the primary runway, but smaller aircraft rely on the crosswind runway (Runway 16-34). PDK needs to maintain Runway 16-34 for smaller airplanes.
i. RSA's & OFA's
    i. Runway Safety Area (RSA) is a defined surface surrounding the runway prepared or suitable for reducing the risk of damage to aircraft in the event of an undershoot, overshoot, or excursion from the runway. The design standards are a little different for each runway depending on aircraft size that will be utilizing the runway.

ii. Object Free Area (OFA) is An area centered on the ground on a runway, taxiway, or taxilane centerline provided to enhance the safety of aircraft operations by remaining clear of objects, except for objects that need to be located in the OFA for air navigation or aircraft ground maneuvering purposes. There should not be anything penetrating this area such as a tree.
iii. Two safety critical design standards for airports. The runway safety areas are designed to have 400 feet of flat ground on each side and 1,000 feet at the end of the runway. There runway safety areas around runways to ensure safety. At the end of the runway, it is required to have a minimum of 1,000 feet in case there are any issues with the aircraft stopping at the end of the runway.
iv. PDK has just built an EMAS on the south side to remedy a less than standard safety area. Currently, on the north side the length at the end of the runway is 410 feet of safety area until you get to Chamblee Tucker and we are also evaluating EMAS on this side. Currently the safety length on the north side is provided using Declared Distances. Preliminary analysis indicates it does not make sense financially to build an EMAS on the north side.
v. Another issue we are concerned about is the counties sanitation facility located off of Chamblee Tucker. It is the north sanitation lot; this is where all the sanitation trucks service the north part of the county so that they do not have to travel to the landfill that services central and south DeKalb. The master plan is going to look into moving the sanitation facility possibly to another location of airport property. Down the road they will look into options of the best location for the facility.
vi. At the next meeting, we will be presenting ideas on relocation ideas for the sanitation facility.

j. Instrument Approach Procedures
i. There have been complaints before regarding the minimums on the 21L are too high. The current minimums are 7/8ths of a mile and 400 feet. The airport is working to reduce 21L minimums to half a mile and 200 feet. This is one of our goals of the master plan.
ii. One of the ways we can reduce the minimums is by installing approach lighting. By adding 5 strobe lights, that would allow the minimums to be half a mile. However, the lighting systems are owned by the FAA so it will take some convincing in order for them to allow us to alter them. If they do not agree, we could get down to ¾ of a mile by removing obstructions.
iii. Question from committee member: What is the approach for 3 right? What is the possibility there? Is there any plan to look at that?

1. Jim answers that the minimum is 1 mile for 3 right. It is an RNP type approach which is unusable by many aircraft. We have not specifically asked the FAA to look into it, but we can ask them to review for the aeronautical survey.
2. Committee member adds: can it be improved?
3. Jim adds that Hartsfield airspace is more than likely the problem. We will discuss with the FAA.

iv. The FAA will be decommissioning the VOR. The FAA will be installing a GPS for the same approach. We will be looking into repurposing of that area.

k. RPZ's
   i. Runway Protection Zone (RPZ) is an area at ground level prior to the threshold or beyond the runway end to enhance the safety and protection of people and property on the ground.
   ii. The FAA has policy guidelines to prohibit specific land use, no facilities are to be built where large amounts of people will congregate such as churches or schools. We will be speaking with Chamblee on whether or not these areas are available.
   iii. There are a few dimensions that have changed in these areas. The RPZ may become shorter on the north end. The FAA will have to agree to shortening the distance. Chamblee and the FAA will have to agree to this.
l. Approach Lighting – Potential MALSF to MALSR Upgrade
   i. Extending approach lighting for runway 21L could improve instrument minimums.
m. Planned VOR Closure
   i. The FAA will be closing the VOR shortly and we are talking with them about whether or not the space is available for other uses. The space could be utilized for t-hangar space, aviation museum or parking.
   ii. The tower is going to be concerned how the runway will be accessed and whether or not it creates a safety hazard. We do not want to add crossings to the runways that cause safety issues.
   iii. At the next meeting we will present potential improvements for this area after the facility is shut down.
n. Landside Improvements
   i. Aircraft Storage
   ii. Admin Building & Parking
   iii. ARFFF (Fire Station)
o. Aircraft Storage Capacity vs. Projections
   i. Based on our 20-year projections, we have evaluated the existing hangar and tie-down capacity. We have come up with a rough count of how

many aircrafts can be stored, but this varies due to the size of the aircraft. Over the next 20 years the projected growth of roughly 132 aircraft. Based off of our assumptions, it looks like their will need to be space for additional 64 aircraft.

ii. There is an 8-year waiting list for t-hangars. There is a separate waiting list for corporate t-hangars, there are about 25 different entities on the list. There is a large interest to house their aircraft at PDK. We surveyed the individuals on the waiting list to see what their opinion and needs were as far as t-hangar space.

iii. Question from the committee: Do we know what the current and the future need is? What is the aggregate number?

1. Jim answers this is a continuous issue with neighbors, they think this is a sign of expansion. There is very little space at PDK to add hangar space. It is really just infill.
2. Committee member adds: We need to make this clear to the community that this is not expansion this is a capacity issue we are trying to alleviate.
3. Mario adds that it is demand and need explaining to the community. The hangars being added are not adding operations. These are already aircrafts flying in and out of PDK, they are just unable to store their aircraft at PDK.
4. Mario adds please speak out and support the issue of the misconception of expansion because that is not what the additional hangar space is for. We need someone to support us in public.
5. Committee member adds the airport is green space. If the airport was to go away, the land would turn into apartment buildings that will cause more traffic and congestion. If the airport were to go away it could actually be worse than what it is today.
6. Jim adds that what we are trying to promote is avoiding lost opportunities. There are several corporations looking to moving their headquarters here and choose not to due to the fact that the airport did not have hangar space for their planes.
7. Committee member adds that people may interact with the fact that the area could be more congested and crowded with another apartment development going in.
8. Mario adds we have been brainstorming already with ideas on how we can regulate and share the message. We will be coming back to this group for ideas and assistance for sharing our message. This master plan will take us to the next 20 years with

development because we have an opportunity to repurpose the areas available to the airport currently.

9. Committee member adds that it is the best thing for the community, it makes sense for county and grows their tax base.
10. Mario adds please feel free to send any ideas to the team.

iv. Question from committee member: Have you ever considered shade hangars like they do out west?

1. Jim answers they have looked into it for the existing tie downs.
2. Mario adds yes, we have looked into adding shade and especially for the old t-hangars. The t-hangars are so old they can no longer find parts to fix or maintain the older hangar facilities. We are looking into it, just unsure when it will happen.

p. Admin Building & Parking Improvements

i. The master plan is looking into renovating and improving aspects of the building. The building is not ADA friendly, does not meet current code, asbestos is located in the building, lack of HVAC and inadequate parking. There is also inadequate space for the public. Spaces for public and community use will be looked into and implemented. Epps is next door and will have to consider ways to not interfere with their operations and also consider the cost. An architect is looking into a potential renovation of the building.

ii. At the next meeting, we will be providing potential concepts of the building.

iii. Question from committee member: Have you considered looking into connecting this building to the public, so they have access to the space?

1. Jim answers yes, that they will be looking into incorporating spaces for the public to use.

q. ARFFF – Airport Fire Station Charlie 15

i. The fire station is a repurposed hangar. The county repurposed the hangar for the fire station. The facility was not designed to be a fire station and does not store their vehicles adequately. Another issue is that for emergencies it is not in a central location.

ii. We are thinking about relocating it to Southwest Quadrant area, so it will have direct access to the primary runways.

VI. Jim addresses the next steps section of the presentation:

i. At the next meeting, we will be providing solutions and concepts and environmental impact evaluation for the plans for the airport.

ii. The master plan will more than likely be submitted late this year.

iii. The public open house will be held next week on Wednesday July 17, 2019 at 6:00 PM – 8:00 PM at the Chamblee Civic Center.

iv. The master plan will more than likely be submitted late this year.
v. The next committee meeting and public open house will take place in the fall.

The TAC meeting was dismissed at 2:56 PM.