



# DeKalb Peachtree Airport *2040 Master Plan*

**Presented to: PDK Master Plan Committees**

July 28, 2020



A photograph of several helicopters parked on a tarmac at dusk. The scene is dimly lit, with a deep blue sky and ground. The helicopters are arranged in a line, with the closest one in the foreground showing its cockpit and rotor hub. The word "Introductions" is overlaid in large, white, italicized font across the center of the image.

# *Introductions*



A blue-tinted photograph of an airplane hangar. The letters 'EPPS' are mounted on the roof in large, dark, three-dimensional characters. A small airplane icon is positioned between the 'P' and 'P'. In the foreground, the nose and cockpit of a Cirrus aircraft are visible. The text 'CIRRUS AIRCRAFT' is printed on the fuselage. In the top right corner of the hangar, a sign for 'Shell Aviation' is visible. The title 'The Master Planning Process' is overlaid in large, white, italicized font across the center of the image.

# *The Master Planning Process*

# The Master Planning Process

## Phase 1 - Airport Visioning



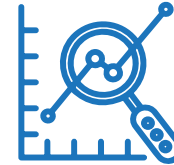
STAKEHOLDER  
ENGAGEMENT



GOALS &  
OBJECTIVES



EXISTING  
CONDITIONS

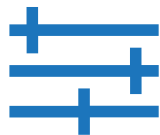


AERONAUTICAL  
FORECAST

## Phase 2 - Master Plan



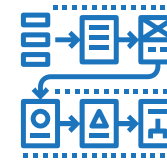
NEEDS  
ASSESSMENT



DEVELOPMENT  
OPTIONS



STAKEHOLDER  
ENGAGEMENT



IMPLEMENTATION  
PLAN



FINAL  
DELIVERABLES

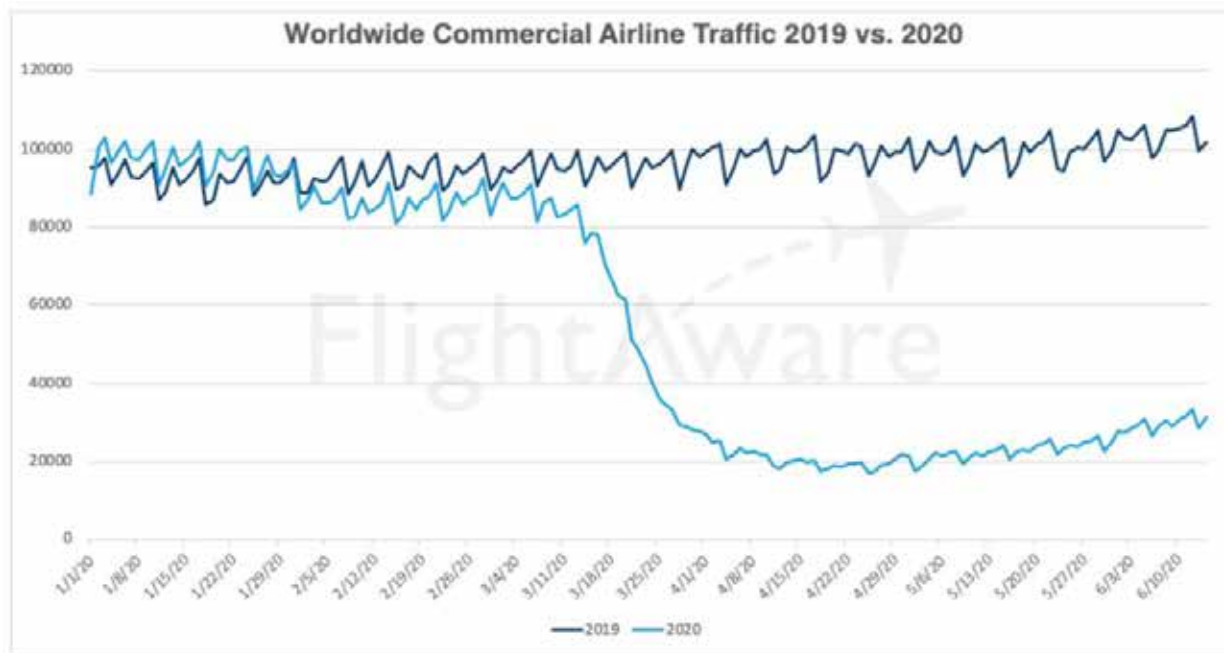
PUBLIC INVOLVEMENT



# *Impacts of COVID-19 on Aviation*



# Impacts of COVID-19 on Aviation



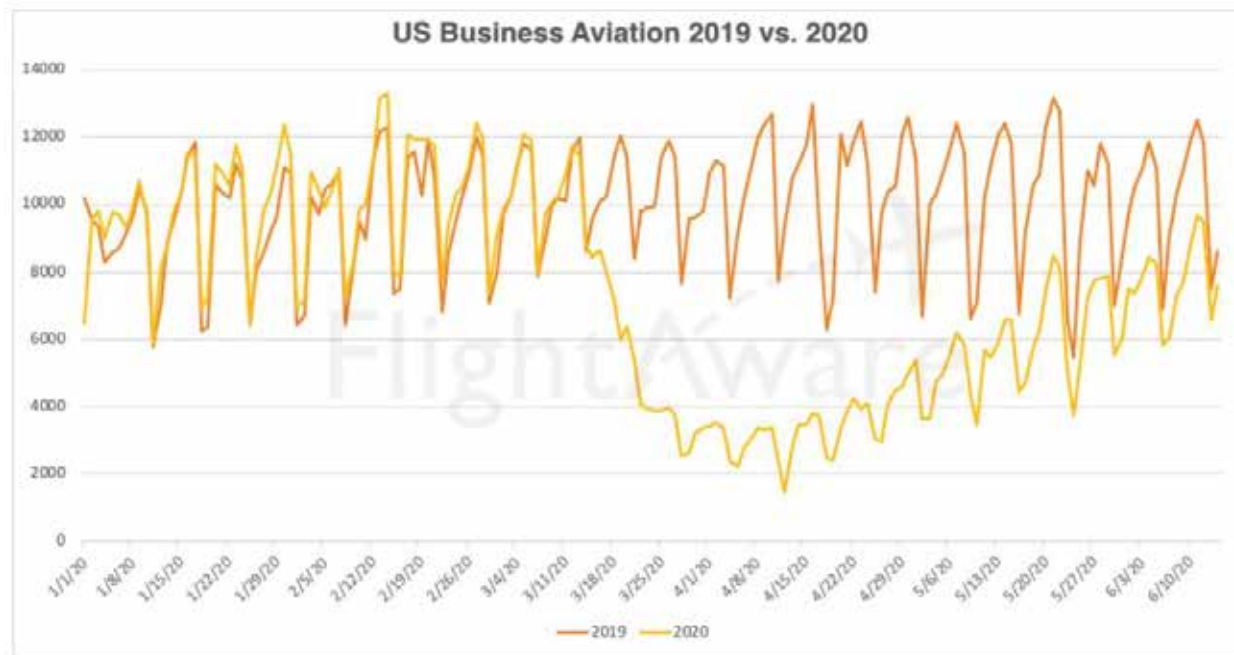
- ▶ Commercial Traffic: Year-over-year change (as of June 14): -69.30%
- ▶ Slow Recovery due to restrictions on travel by airline, social distancing, business uncertainty, etc.



# *Impacts of COVID-19 on Aviation*

<b>Date</b>	<b>2020 Flights/Day</b>	<b>2019* Flights/Day</b>
June 8	30,373	104,776
June 9	29,015	104,748
June 10	30,660	105,072
June 11	31,665	105,813
June 12	33,105	108,446
June 13	28,685	99,433
June 14	31,149	101,451

# Impacts of COVID-19 on Aviation



- ▶ Business Aviation has recovered much faster
- ▶ Year-over-year change (as of June 14): -11.87%





# *Impacts of COVID-19 on Aviation*

<b>Date</b>	<b>2020 Flights/Day</b>	<b>2019* Flights/Day</b>
June 8	7,304	10,367
June 9	7,676	11,028
June 10	8,850	11,938
June 11	9,656	12,520
June 12	9,485	11,875
June 13	6,572	7,483
June 14	7,601	8,625

# National General Aviation Trends

- ▶ Average Daily Operations of Business Jet Sector Down 70% in March and April
- ▶ Early June Business Jet Ops, Now Down 30%
- ▶ Turboprop Ops Down 60%, Now Down 10%
- ▶ Piston Ops Down 50%, Now Fully Recovered
- ▶ Rotorcraft Ops Down 30%, Now Fully Recovered

Source: Flightaware.com





# *Impacts of COVID-19 on PDK Operations*



# Impacts of COVID-19 on PDK Operations



- ▶ From Feb 1st through April 30th PDK experienced a 30% decrease in traffic  
*Jan 2020 – May 2020 17% decrease from 2019 average*
- ▶ Itinerant and local operations both saw large decreases
- ▶ Med-Evac saw lesser decrease but made up larger percentage of but continued a steady operation.
- ▶ Operations started to show improvements in May

# Impacts of COVID-19 on PDK Operations



## MARCH 2019

14,506 Total Operations

10,247 Itinerant

4,259 Local

323 Curfew Ops

## MARCH 2020

11,039 Total Operations **-24%**

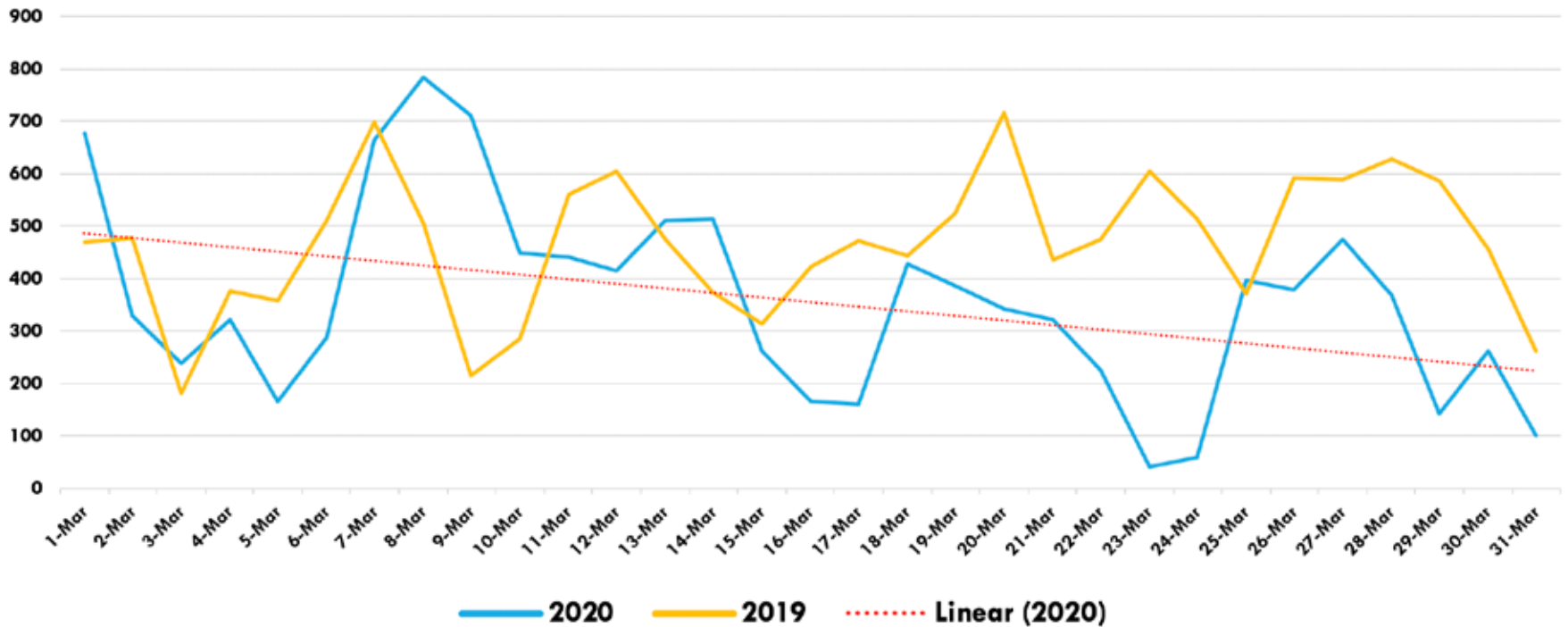
6,886 Itinerant **-33%**

4,153 Local **-2.5%**

275 Curfew Ops **-15%**

# Impacts of COVID-19 on PDK Operations

March 2019/2020 Operations





# Impacts of COVID-19 on PDK Operations



## APRIL 2019

13,466 Total Operations

10,119 Itinerant

3,347 Local

346 Curfew Ops

## APRIL 2020

5,852 Total Operations -56%

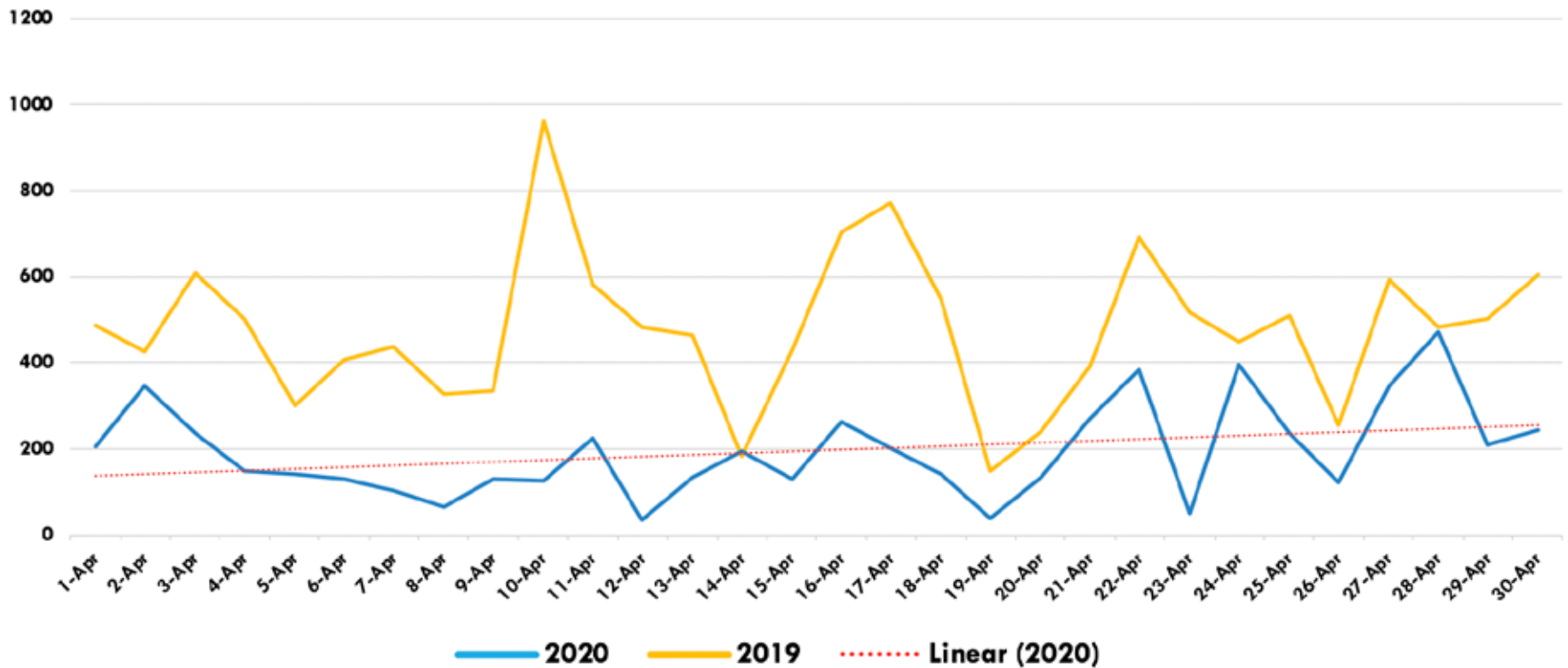
4,644 Itinerant -54%

1,208 Local -63%

198 Curfew Ops -42%

# Impacts of COVID-19 on PDK Operations

April 2019/2020 Operations



# Impacts of COVID-19 on PDK Operations

## MAY 2019

15,153 Total Operations

10,904 Itinerant

4,249 Local

358 Curfew Ops

## MAY 2020

11,353 Total Operations **-25%**

7,819 Itinerant **-28%**

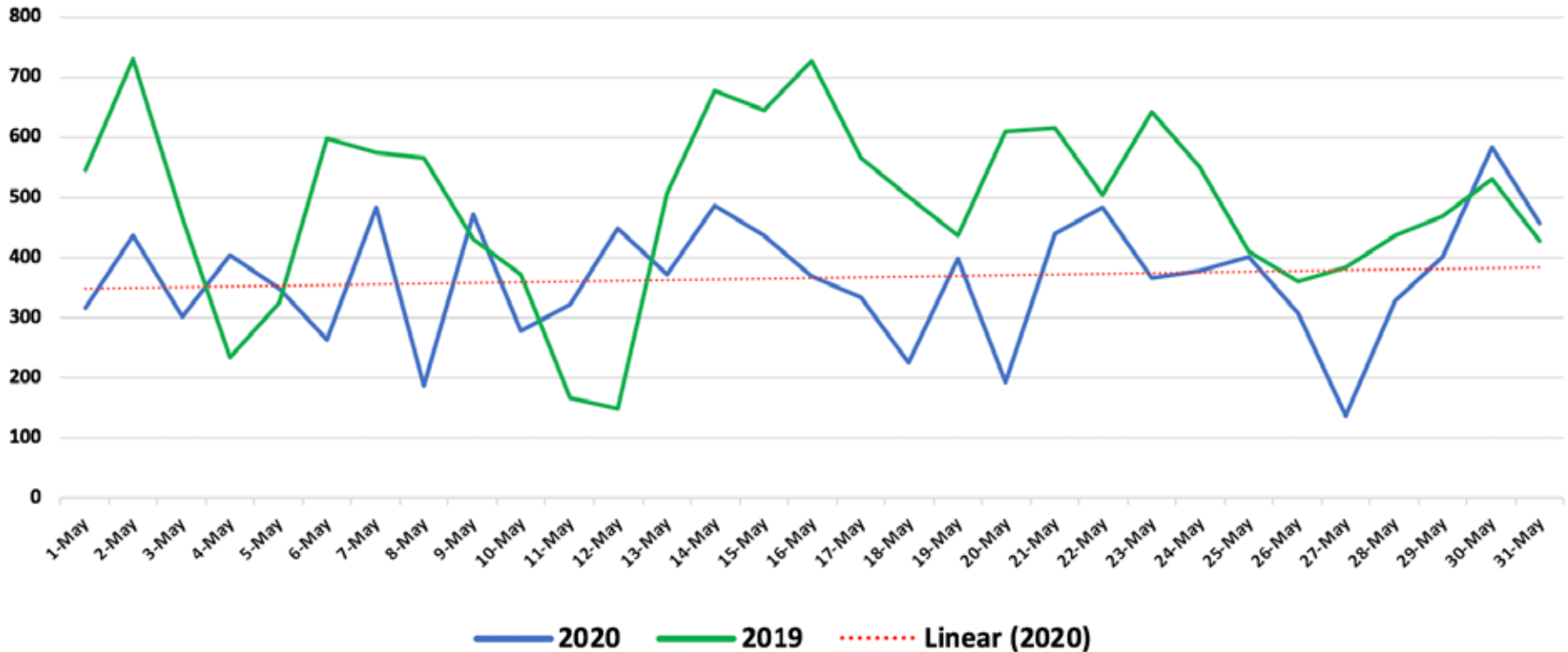
3,534 Local **-17%**

259 Curfew Ops **-27%**



# Impacts of COVID-19 on PDK Operations

## May 2019/2020 Operations



# Impacts of COVID-19 on PDK Operations



## APRIL 2020

5,852 Total Operations

4,644 Itinerant

1,208 Local

198 Curfew Ops

## MAY 2020

11,353 Total Operations **+94%**

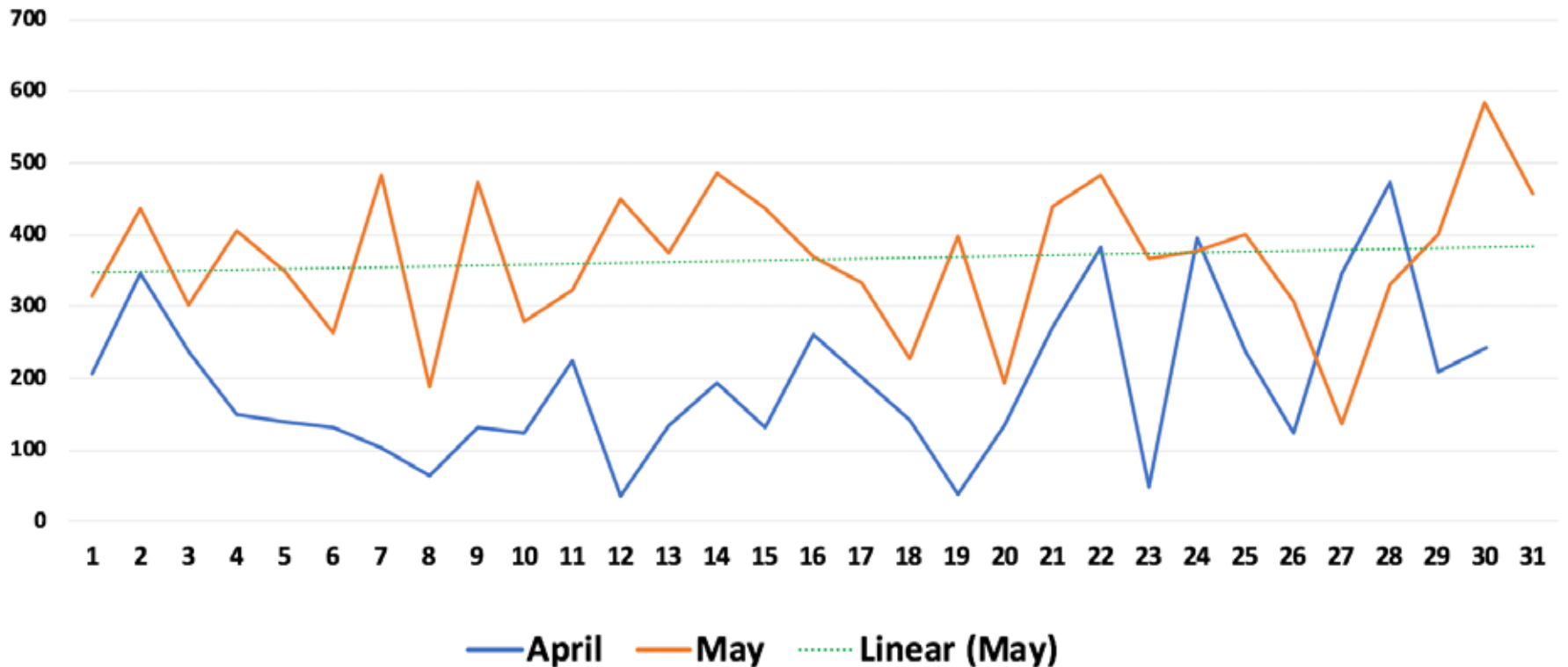
7,819 Itinerant **+68%**

3,534 Local **+193%**

259 Curfew Ops **+30%**

# Impacts of COVID-19 on PDK Operations

April/May 2020



# Impacts of COVID-19 on PDK Operations



## MAY 2020

11,353 Total Operations **+94%**

7,819 Itinerant **+68%**

3,534 Local **+193%**

259 Curfew Ops **+30%**

## JUNE 2020

12,666 Total Operations **+12%**

8,397 Itinerant **+7%**

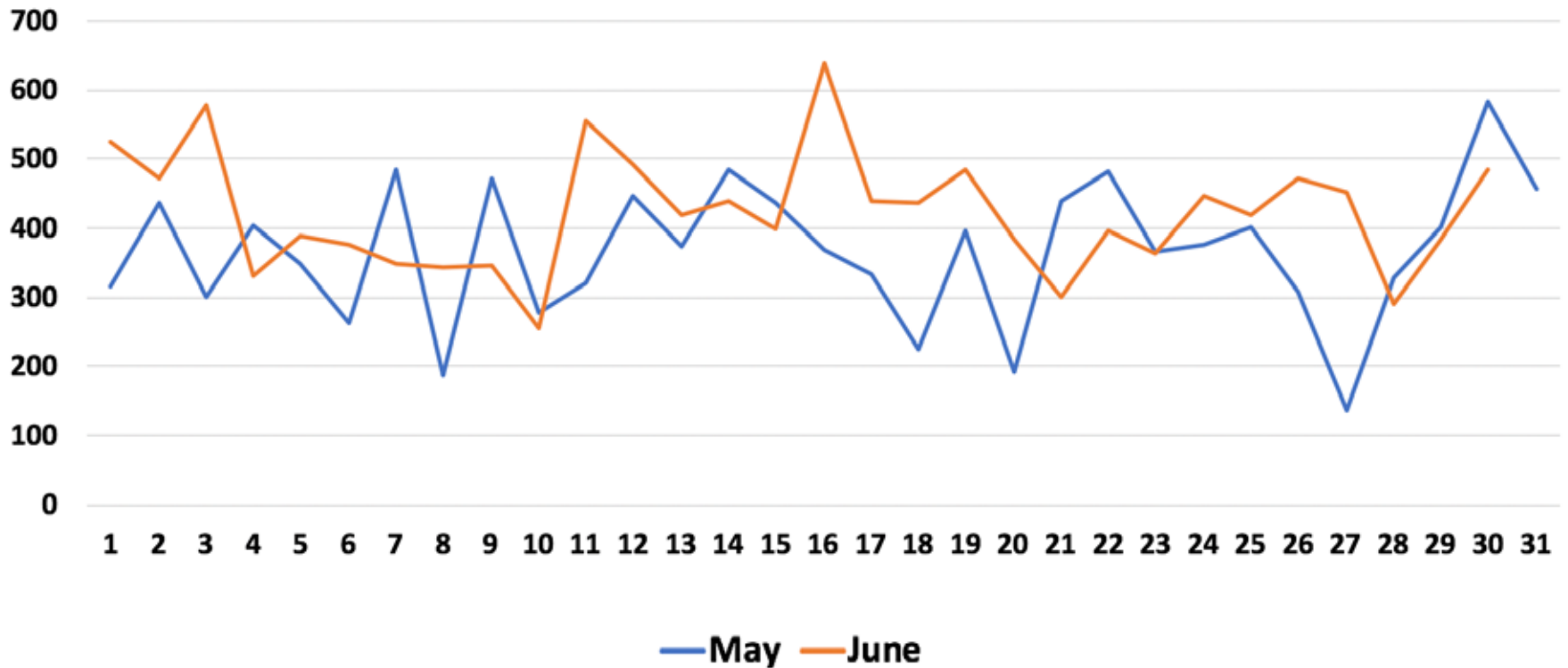
4,269 Local **+21%**

355 Curfew Ops **+37%**



# Impacts of COVID-19 on PDK Operations

May/June 2020





- ▶ As company travel bans are lifted, corporate aviation allows known staff to travel safely
- ▶ Most corporate aircraft cabins hold less than 10 people, all known travelers
- ▶ General Aviation Aircraft and Terminals provide social distancing advantages
- ▶ General Aviation is more than corporate or personal travel, it provides many critical missions such as medivac, cargo delivery, public safety, utility patrol, etc.

# *Why General Aviation has Recovered Much Faster*

# Angel Flight Soars



- ▶ Angel Flight Soars, a volunteer pilot organization headquartered at PDK provides free medical flights to those in need
- ▶ Since pandemic has partnered with health centers and labs to speed COVID-19 testing results
- ▶ Connecting labs in Georgia, North Carolina, Mississippi, Florida, Minnesota, Canada
- ▶ Triple the normal amount of pilot applications during this time



# *Environmental Considerations*





# Environmental Considerations

- ▶ The National Environmental Policy Act (NEPA) is a United States environmental law that promotes the enhancement of the environment as established in the President's Council on Environmental Quality (CEQ). The law was enacted on January 1, 1970.
- ▶ All Federally-funded projects require a level of Environmental Review in accordance with NEPA



A photograph of an airport tarmac with several airplanes parked at gates. The image is overlaid with a dark blue gradient and a white wavy line at the bottom.

# Environmental Considerations

## Forms of Review:

- ▶ **CATEX** – For a project that is “categorically excluded” from a detailed environmental evaluation, such as certain types of routine maintenance and small construction/ installation projects.
- ▶ **CATEX Checklist** – For a categorically excluded project that involves extraordinary circumstances (e.g., potential impacts to wetland or historic resources).
- ▶ **Environmental Assessment (EA)** – Most projects fall into this category if not a CATEX. Involves analysis of alternatives, investigations of resources such as air quality, noise, cultural resources, and wetlands. Opportunities for review by resource/regulatory agencies and the public.
- ▶ **Environmental Agency Approval** – GDOT/FAA either issue a Finding of No Significant Impact (FONSI), or require the airport to conduct additional environmental investigations, sometimes as an Environmental Impact Statement (EIS). EIS is typically only required for major projects such as new commercial airport.

A photograph of an airport tarmac with several airplanes parked, viewed from a low angle looking down the runway. The image is overlaid with a dark blue gradient.

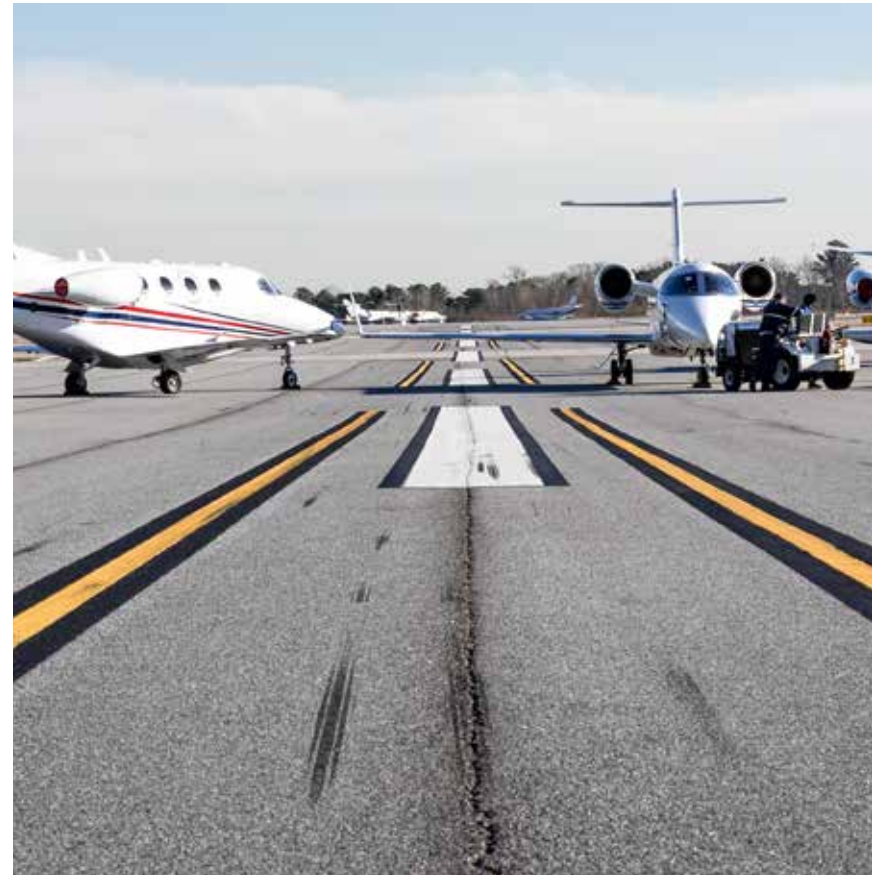
# *Environmental Considerations*

- ▶ Air Quality
- ▶ Biological Resources
- ▶ Section 4(f)
- ▶ Farmlands
- ▶ Hazardous Materials, Solid Waste and Pollution Prevention
- ▶ Historical, Architectural, Archaeological and Cultural Resources
- ▶ Land Use
- ▶ Natural Resources and Energy Supply
- ▶ Noise and Noise-Compatible Land Use
- ▶ Socioeconomic Impacts,
- ▶ Environmental Justice
- ▶ Visual Effects
- ▶ Water Resources

# Environmental Considerations

## Master Plan Approvals

Airport Layout Plans (Master Plans) are **Conditionally-Approved**, meaning major Federally-funded projects still subject to Environmental Review following completion of Master Plan Environmental Review (e.g. CATEX, EA). This occurs prior to implementation of project.







# *Summary of Proposed Master Plan Improvements & Phasing Plan*

# Cost of Improvements Airside

Master Plan Projects	2020-2025	2026-2030	2030-2040	Project Cost
<b>Airside Projects</b>				
Southwest Quadrant Development	\$ 12,321,000			\$ 12,321,000
Proposed Eastside Ops - South T-Hangars			\$ 6,825,000	\$ 6,825,000
Proposed Eastside Ops - North VOR Area			\$ 10,701,000	\$ 10,701,000
Proposed Inert Landfill Removal		\$ 3,000,000		\$ 3,000,000
Runway Incursion Mitigation	\$ 1,800,000			\$ 1,800,000
Runway 34 RSA	\$ 350,000			\$ 350,000
Propose Parallel Taxiway (Eastside)			\$ 3,050,000	\$ 3,050,000
Proposed MALSR Upgrade	\$ 1,150,000			\$ 1,150,000
Obstruction Removal	\$ 1,000,000			\$ 1,000,000
21L-3R Pavement Maintenance	\$ 458,936	\$ 458,936	\$ 917,872	\$ 1,835,743
21R-3L Pavement Maintenance	\$ 69,750	\$ 69,750	\$ 139,500	\$ 279,000
16-34 Pavement Maintenance	\$ 595,750	\$ 595,750	\$ 1,191,500	\$ 2,383,000
Taxiways Maintenance	\$ 794,927	\$ 794,927	\$ 1,589,854	\$ 3,179,707
Apron Maintenance	\$ 1,797,423	\$ 1,797,423	\$ 3,594,846	\$ 7,189,691

# Cost of Improvements Landside

Master Plan Projects	2020-2025	2026-2030	2030-2040	Project Cost
<b>Landside Projects</b>				
Rehabilitate Airport Road		\$ 500,000		\$ 500,000
Admin Building Renovation		\$ 11,047,500		\$ 11,047,500
Admin Parking Deck		\$ 8,297,500		\$ 8,297,500
Remove Tiedowns (Park Area)			\$ 50,000	\$ 50,000
Proposed NW T-Hangar Replacement	\$ 1,000,000			\$ 1,000,000
Rehabilitate Flightway Drive		\$ 500,000		\$ 500,000
Rehabilitate Corsair Drive		\$ 500,000		\$ 500,000
Relocate Flightway Drive Entrance	\$ 175,000			\$ 175,000
Remove County Sanitation	\$ 500,000			\$ 500,000
Dresden Drive Streetscapes	\$ 250,000			\$ 250,000
County T-Hangars	\$ 1,000,000			\$ 1,000,000
Proposed Tiedown Apron			\$ 100,000	\$ 100,000
<b>Cost Based on Years of Implementation</b>	<b>\$ 23,262,785</b>	<b>\$ 27,561,785</b>	<b>\$ 28,159,571</b>	<b>\$ 78,984,141</b>

- ▶ Draft Technical Report and Airport Layout Plan
- ▶ BOC Update
- ▶ Public Workshop
- ▶ BOC/GDOT/FAA Review and Approval

***Upcoming Steps***







*For more information please visit:*  
***[pdkmasterplan.com](http://pdkmasterplan.com)***