



2016 Annual Noise Report

DeKalb Peachtree Airport

Noise Information Office

February 13, 2017

Developed by: Marshall J. Taggart, Jr., C.M., Deputy Airport Director
Approved by the Airport Advisory Committee on 02/13/17



Introduction

The **DeKalb Peachtree Airport** is located in an aircraft noise sensitive area surrounded by residential communities. The Good Neighbor Program has been developed to reduce 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.

The goal of PDK's **Good Neighbor Program** is to reduce overall aircraft noise disturbances. The program solicits user involvement and community feedback in reaching and maintaining these goals.

Public participation is essential in helping gauge and better understand what is occurring in your community. Participation and knowledge are the keys to its success. The Airport Noise staff takes appropriate action by verifying the source of complaints using our **Noise Operating Monitoring System (NOMS)** allowing us to educate pilots and aircraft owners/operators , as well as the community.

We will continue to work daily with our community , pilots, and the **Federal Aviation Administration (FAA)** in an effort to lesson the impact of aircraft operations on our airport neighbors.

This report contains a summary of airport operations, noise disturbances, and overall comments on an annual basis. For more information on PDK's Good Neighbor Program, please contact the Noise Information Office at (770) 936-5440 or 5442 or **visit the airport's web site at: www.pdkairport.org**.



Good Neighbor Program Noise Reduction Practices

- **High Noise Events** – A single, high noise event is an aircraft operation over 90.0 dBA, Lmax monitored 24 hours a day at four noise monitor within the community . Those operators who exceed the threshold will be contacted by Airport Management.
- **Voluntary Night Curfew** – All operators are strongly encouraged not to operate between the hours of 11:00 p.m. to 6:00 a.m. local time, eastern standard. Those operators who operate during the curfew period will be contact by Airport Management if there is a high noise event.
- **Traffic Pattern Altitudes** – 2000' Mean Sea Level (MSL) for Single Engine Aircraft
2500' MSL for Multi Engine/Turbine
- **Touch-and-Go Operations** – The practice of touch-and-go operations at outlying fields whenever possible is highly encouraged. These operations are discouraged from 10:00 p.m. to 7:00 a.m. daily and Sundays between 11:00 a.m. and 12 non. It is recommend that all pilots climb to 500' AGL prior to turning into the crosswind. Aircraft should vary the pattern of flight so as not to overfly the same area each time.
- **Prior Permission Required (PPR)** – Aircraft certificated take-off weight over 75,000 lbs. Military aircraft must contact Airport Management prior to landing at PDK.



Good Neighbor Program Noise Reduction Practices

- **Maintenance Run-ups** - Run-ups for maintenance are discouraged from 10:00 p.m. to 7:00 a.m. A specific area in the center of the airport is designated for maintenance operations.
- **Use of Reverse Thrust** – Due to the noise generated by aircraft utilizing reverse thrust upon landing, particular during night hours, Airport Management recommends the use of minimum reverse thrust necessary for safety.
- **Climb Profile** – Pilots should fly Vx or Vy (Vx is preferred) at max power will reaching the airport boundary. Upon crossing the airport boundary, pilots should slightly reduce power while maintaining a safe rate of climb until reaching 3000' MSL, resuming normal climb procedures thereafter
- **Preferential Runway Use** – When the Air Traffic Control Tower is closed and safety permits, Runway 21R is preferred for departures.
- **Final Descent** – Commensurate with safety procedures, all aircraft should maintain 2000' MSL until reaching the final descent point. Try low power or gliding landings and avoid low, dragged-in approaches (jet aircraft may use NBAA procedures instead).
- **Helicopter Procedures** – All helicopter operators are encouraged not to over-fly residential neighbors and to use highways, MARTA , and/or CSX railroad tracks into and out of the airport.

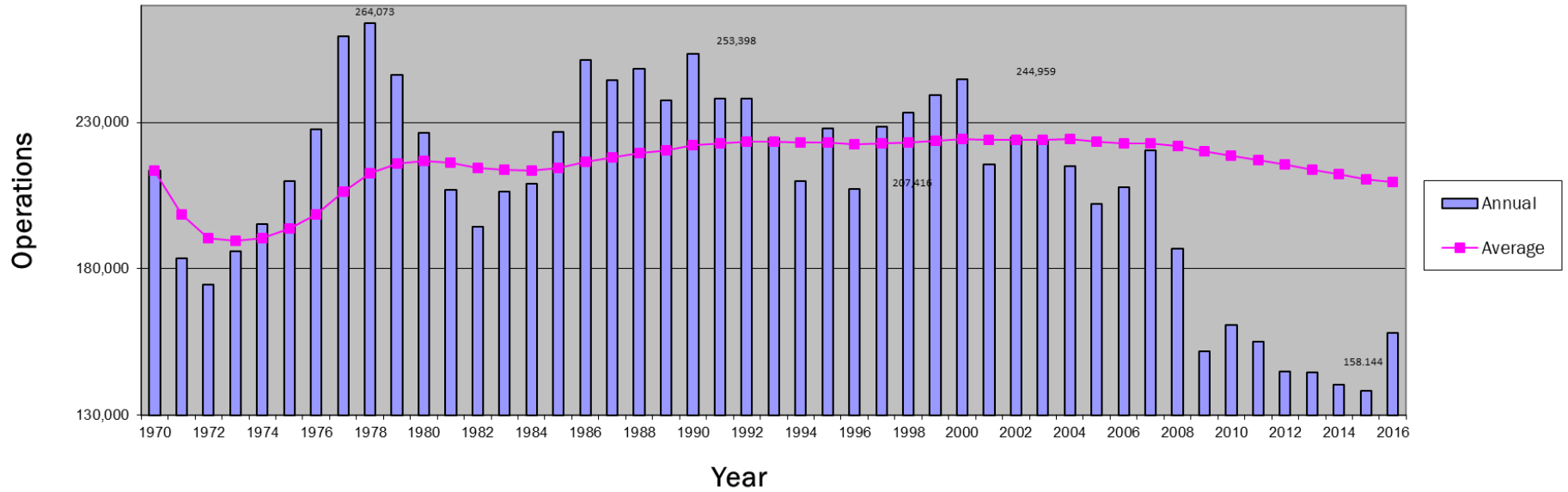


Good Neighbor Program Noise Terminology

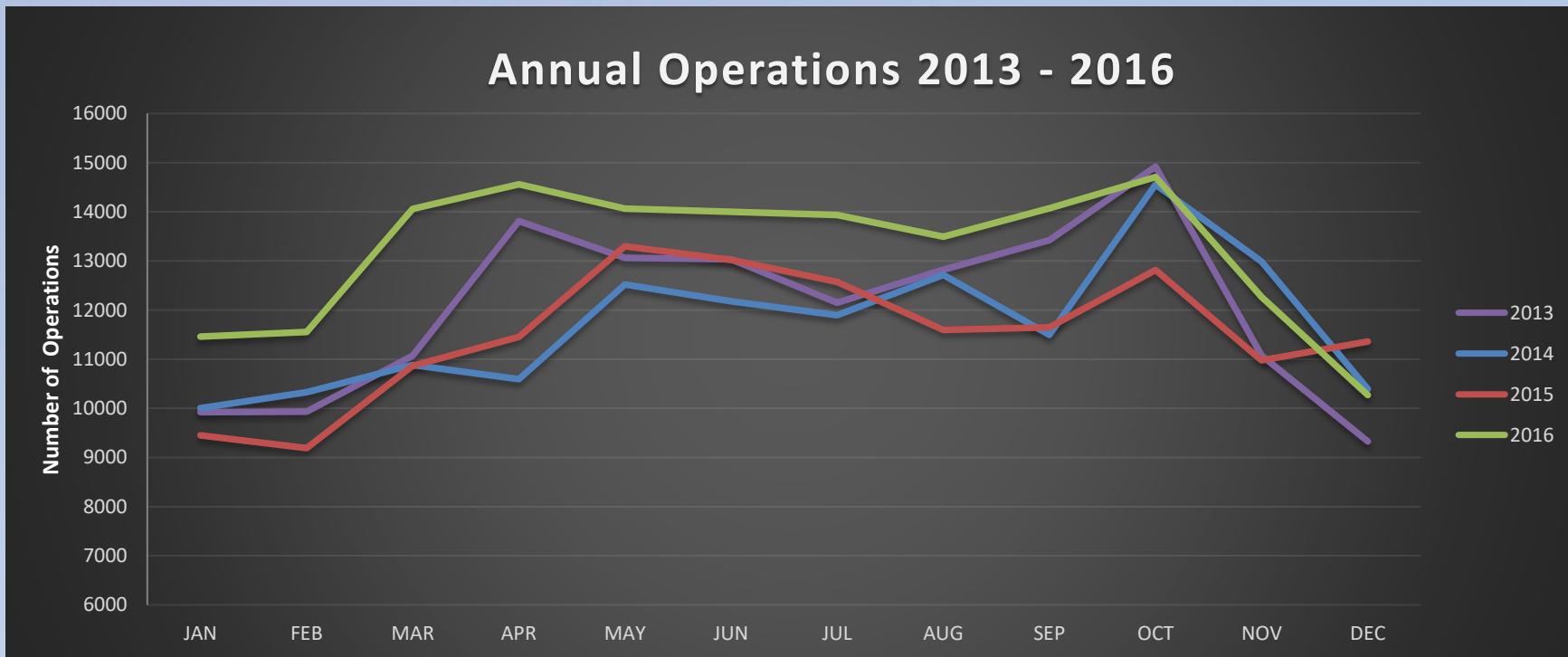
- **Decibels (dB)** are the unit of measurement on the loudness scale. Decibels that a human can hear are called “A-weighted” or “dBA” on the sound frequency scale.
- **The decibel scale is logarithmic, not linear.** The smallest detectable change 1 dB, 3 dB for a human, is readily detectable; 10 dB seems twice as loud.
- **L_{max}** – is 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.
- **LDN (DNL)** – is a 24-hour time-averaged sound exposure level. It is the noise metric of choice in the 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 A-Weighted)
- **Leq** – is 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.



Total Annual Operations 1970 - 2016

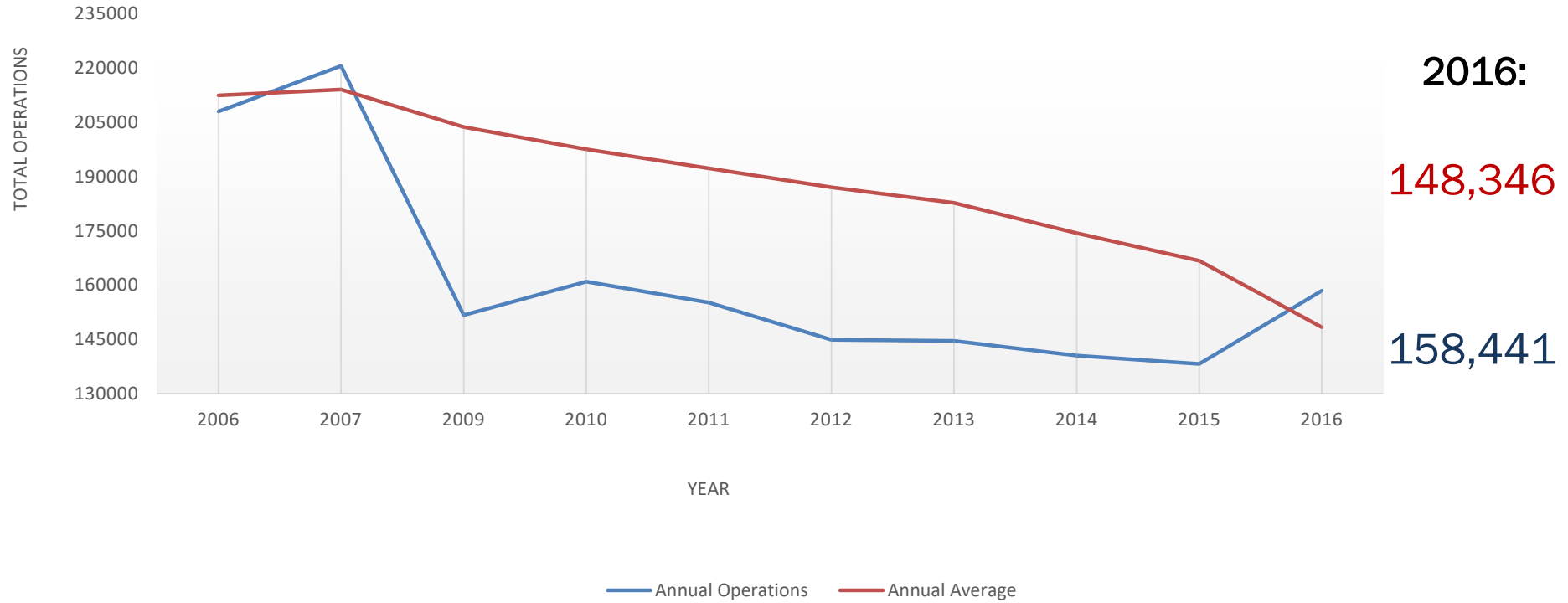


2016 Noise Annual Operations Summary

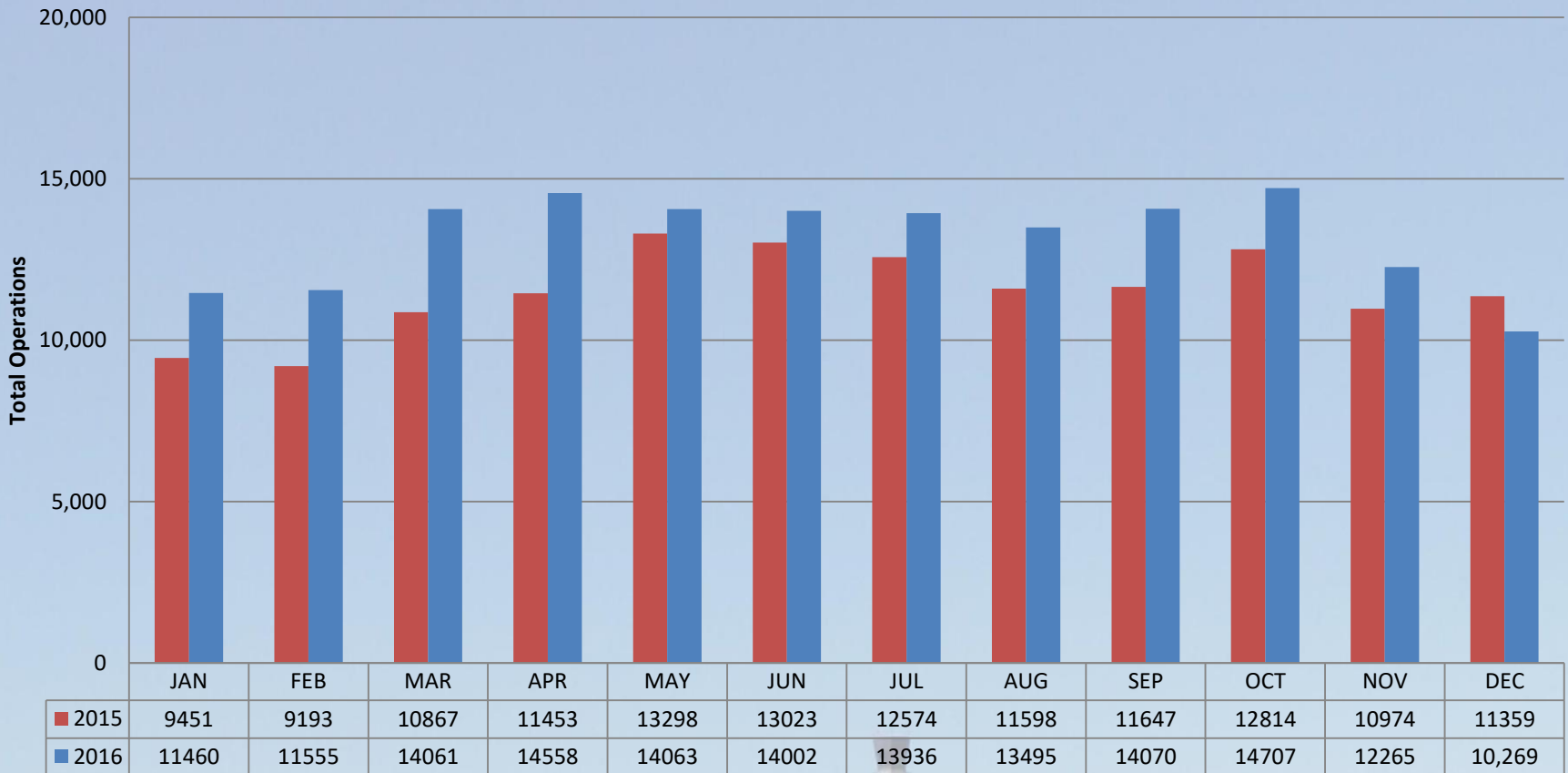


Airport Operations vs. Annual Average Operations

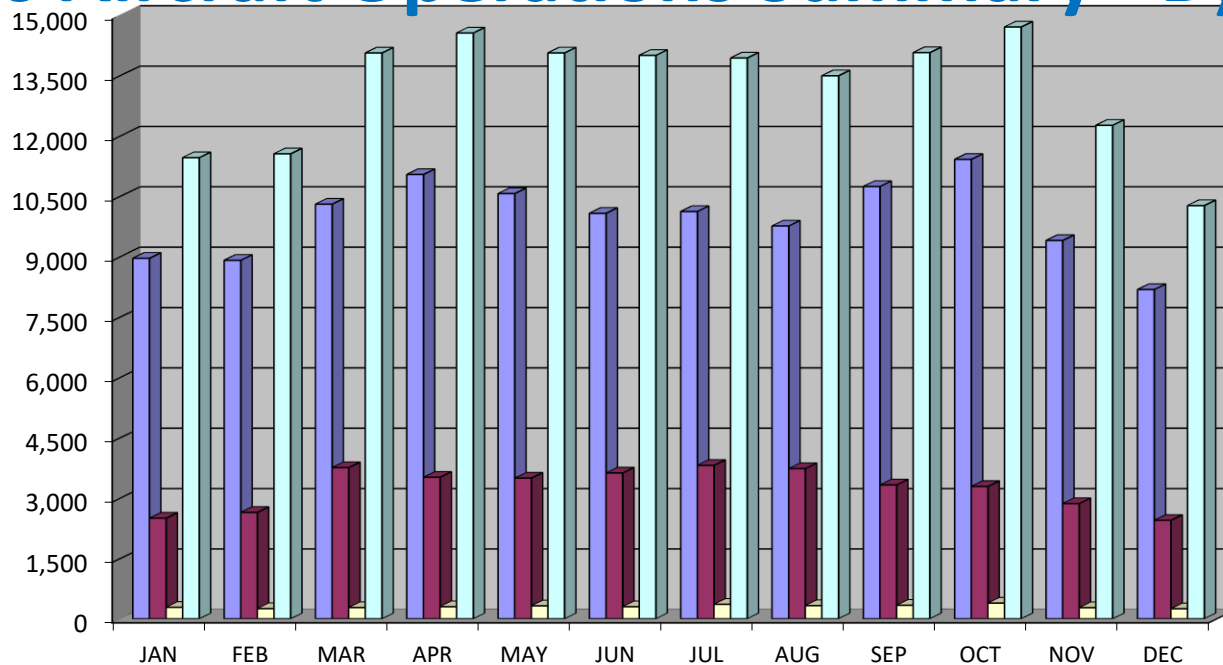
Annual Operations 2006 - 2016



Total Monthly Aircraft Operations Summary



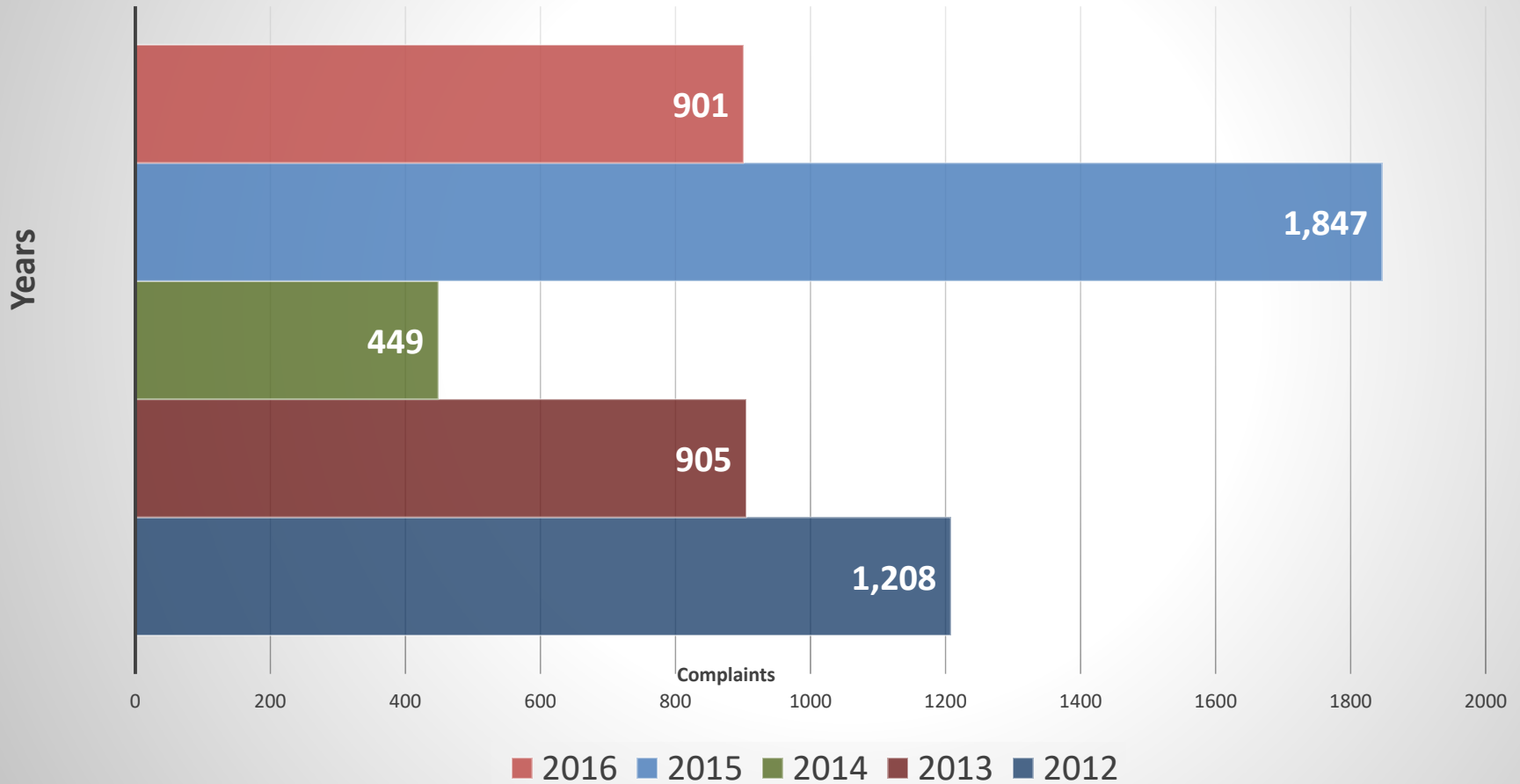
2016 Aircraft Operations Summary - By Type



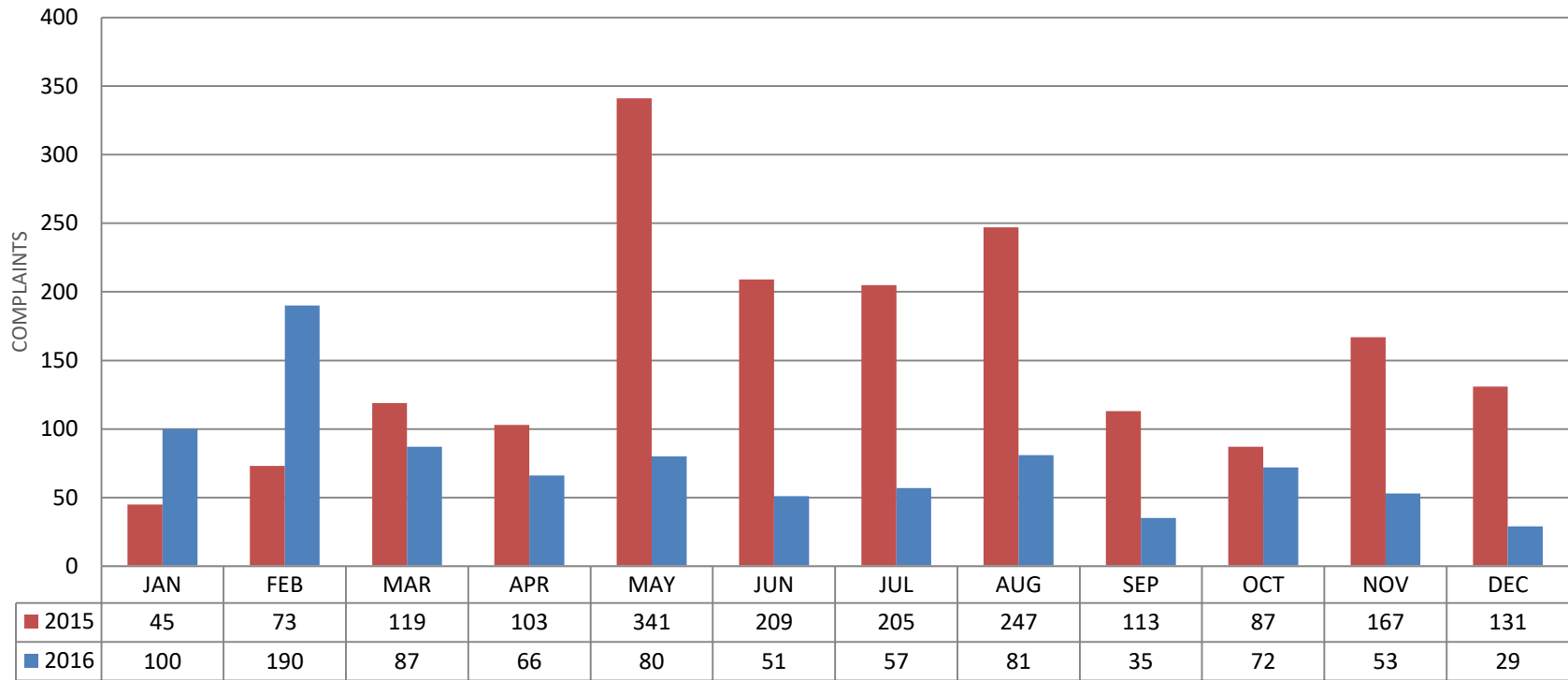
	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
Itinerant	8,960	8,910	10,304	11,041	10,568	10,078	10,123	9,762	10,744	11,418	9,401	8,183
Local	2,500	2,645	3,757	3,517	3,495	3,624	3,813	3,733	3,326	3,289	2,864	2,446
Voluntary Curfew	284	253	280	300	321	300	360	327	336	389	294	249
Total Operations	11,460	11,555	14,061	14,558	14,063	14,002	13,936	13,495	14,070	14,707	12,265	10,269

2015 Total Operations: 138,251; Total 2016 Ops as of December 2016: 158,441

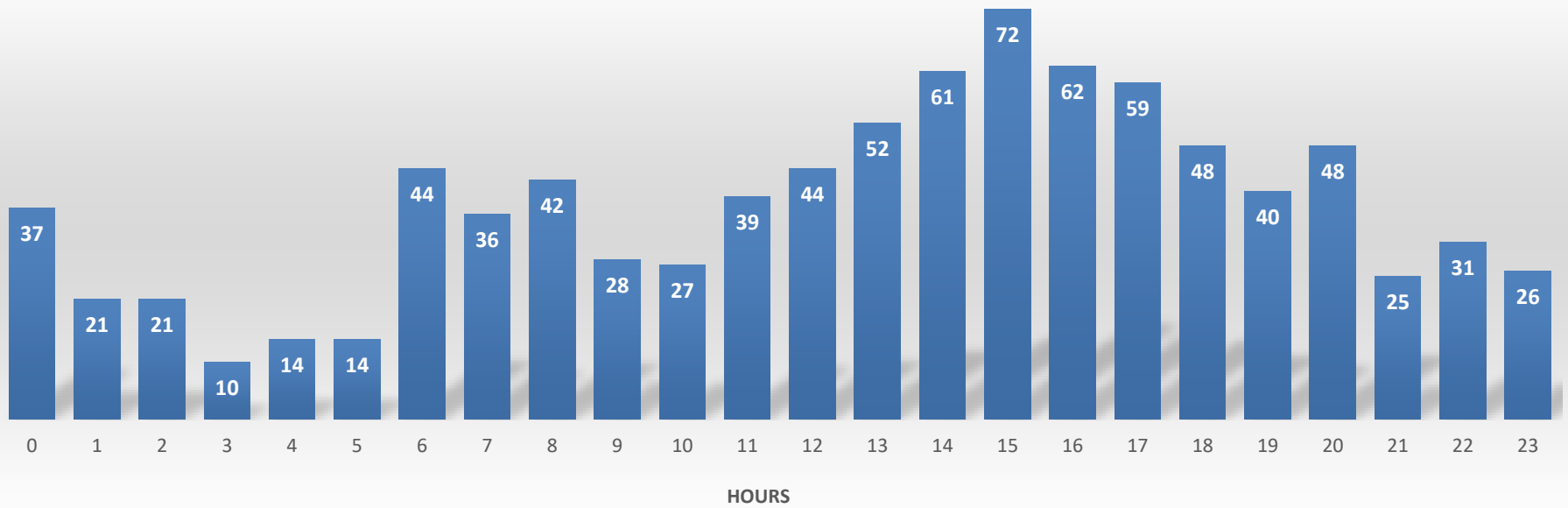
5-Year Annual Noise Complaints



NOISE COMPLAINTS BY MONTH



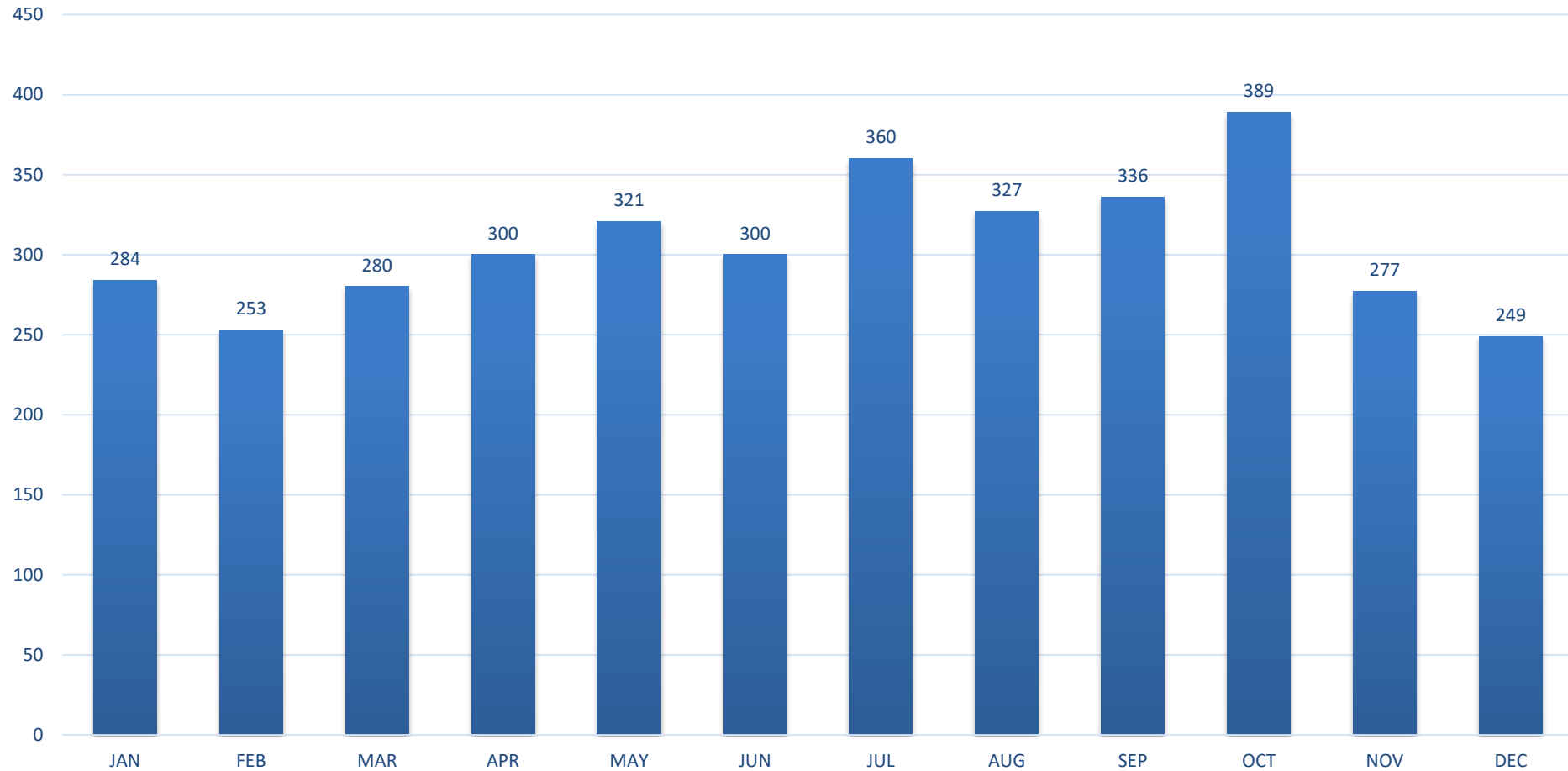
2016 Noise Complaints by Hour



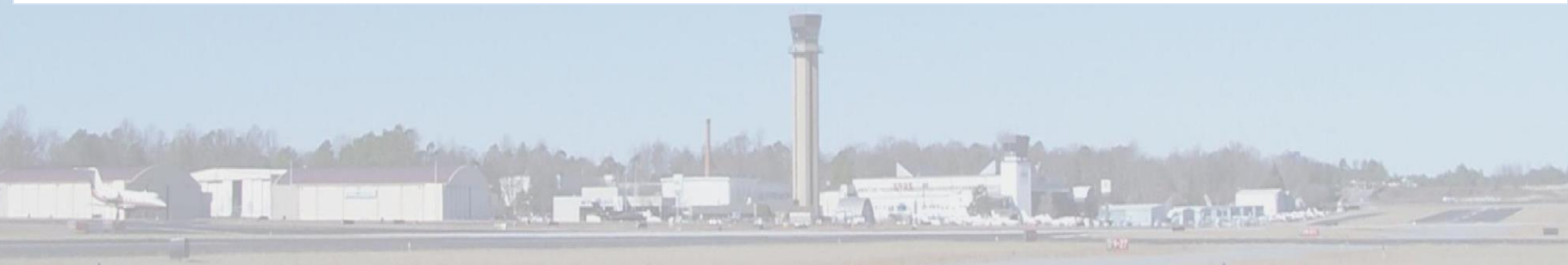
Total Complaints = 901



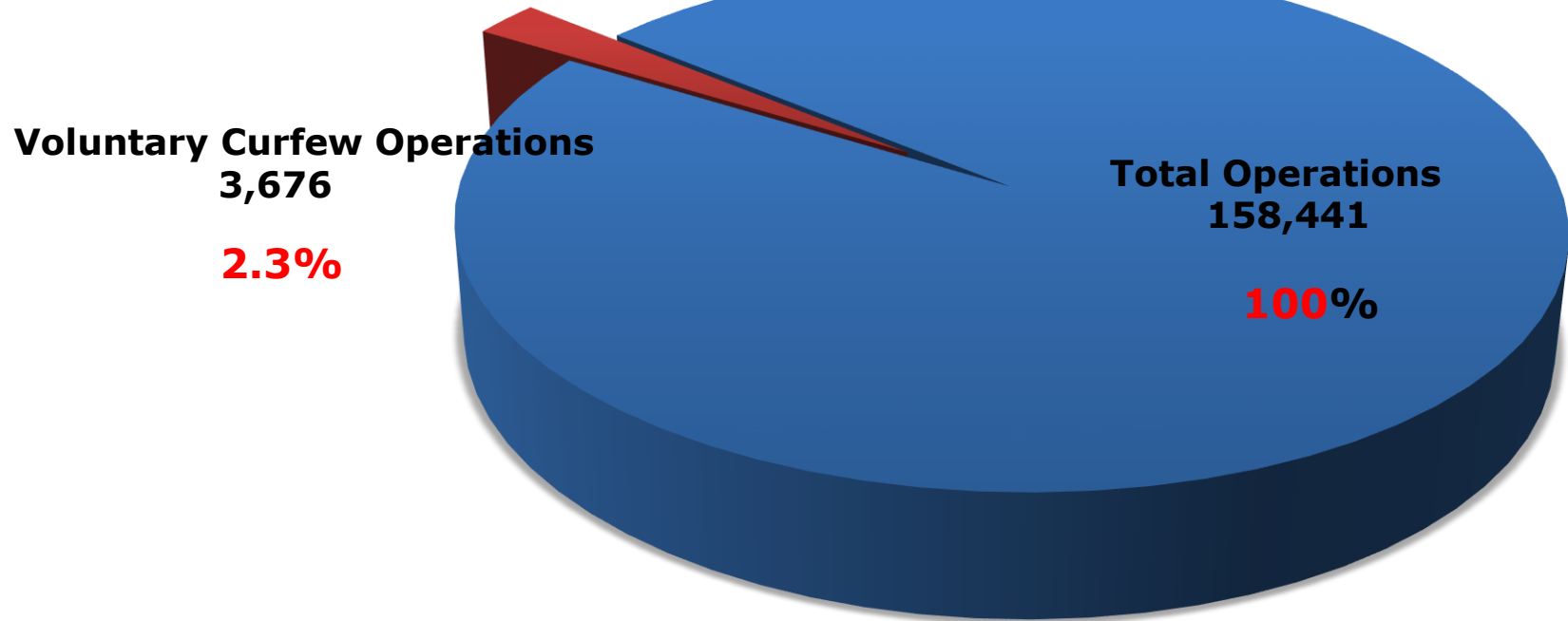
2016 Voluntary Curfew Ops



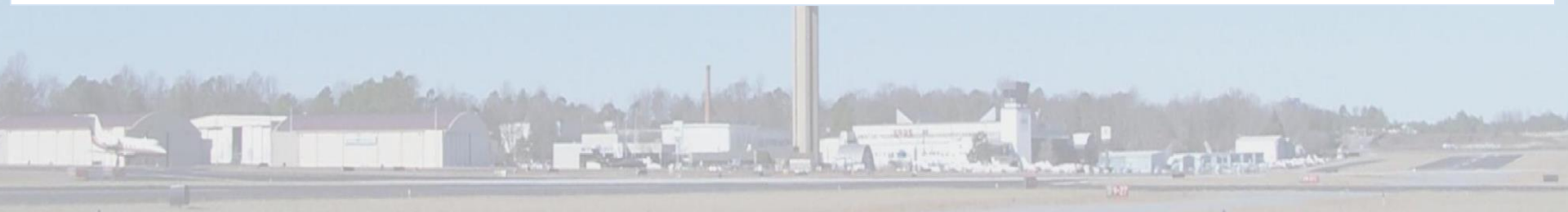
Total Vol. Curfew Ops = 3,676



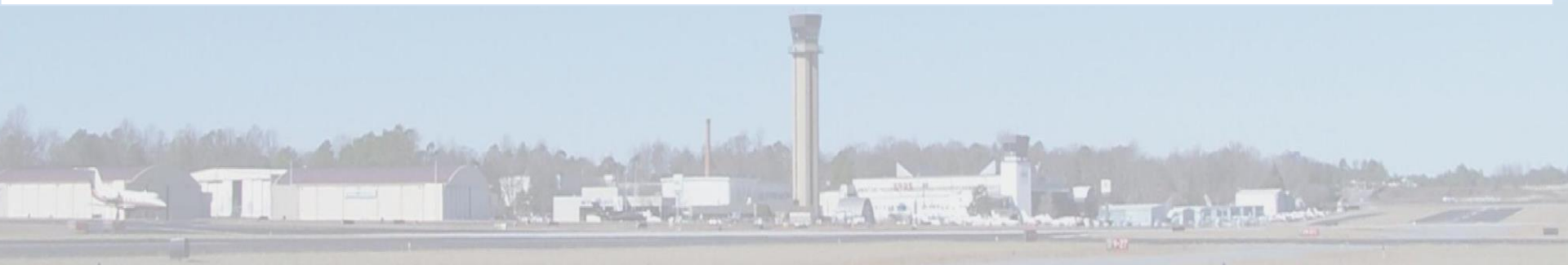
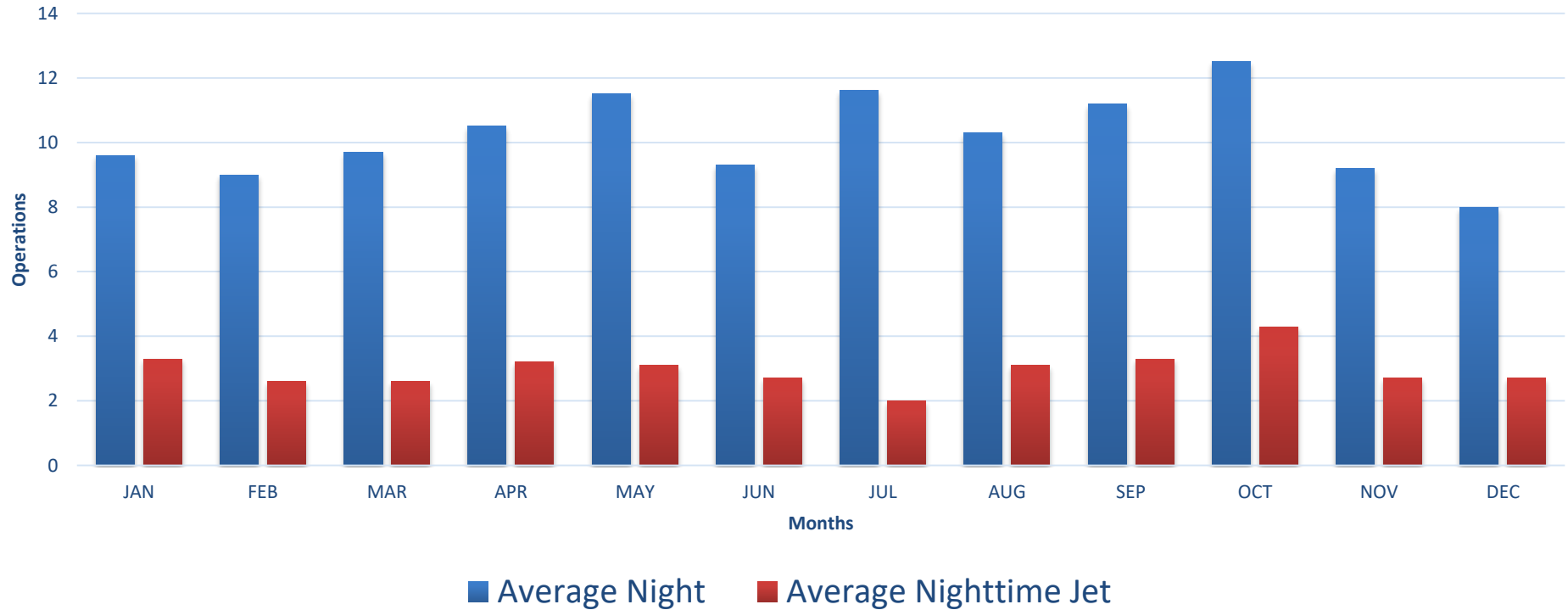
2016 Comparison of Total Operations to Curfew Operations



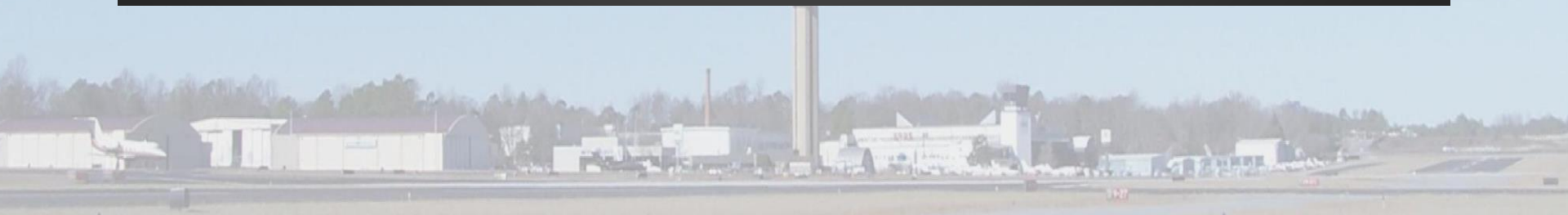
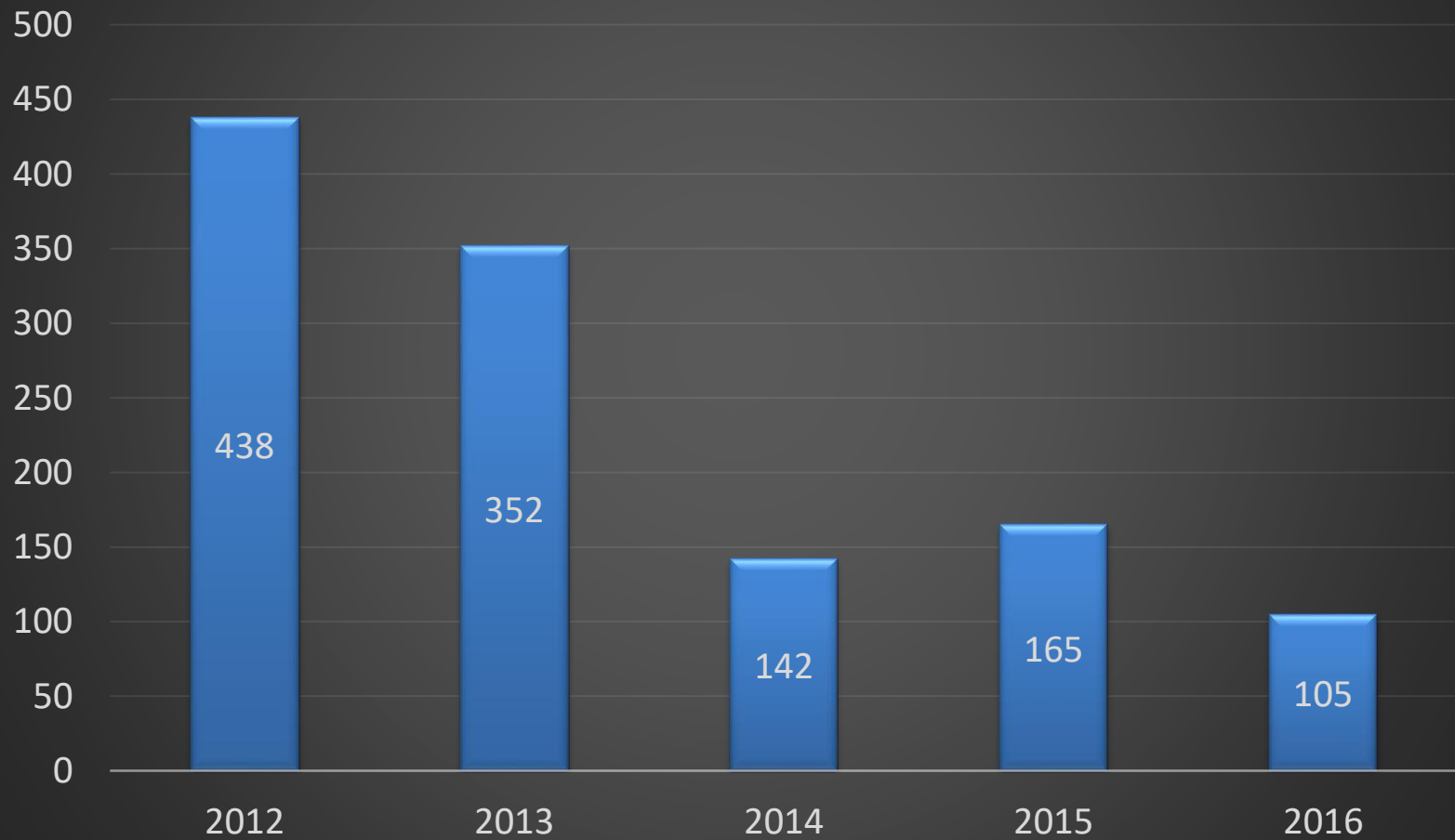
■ Total Ops ■ Curfew Ops



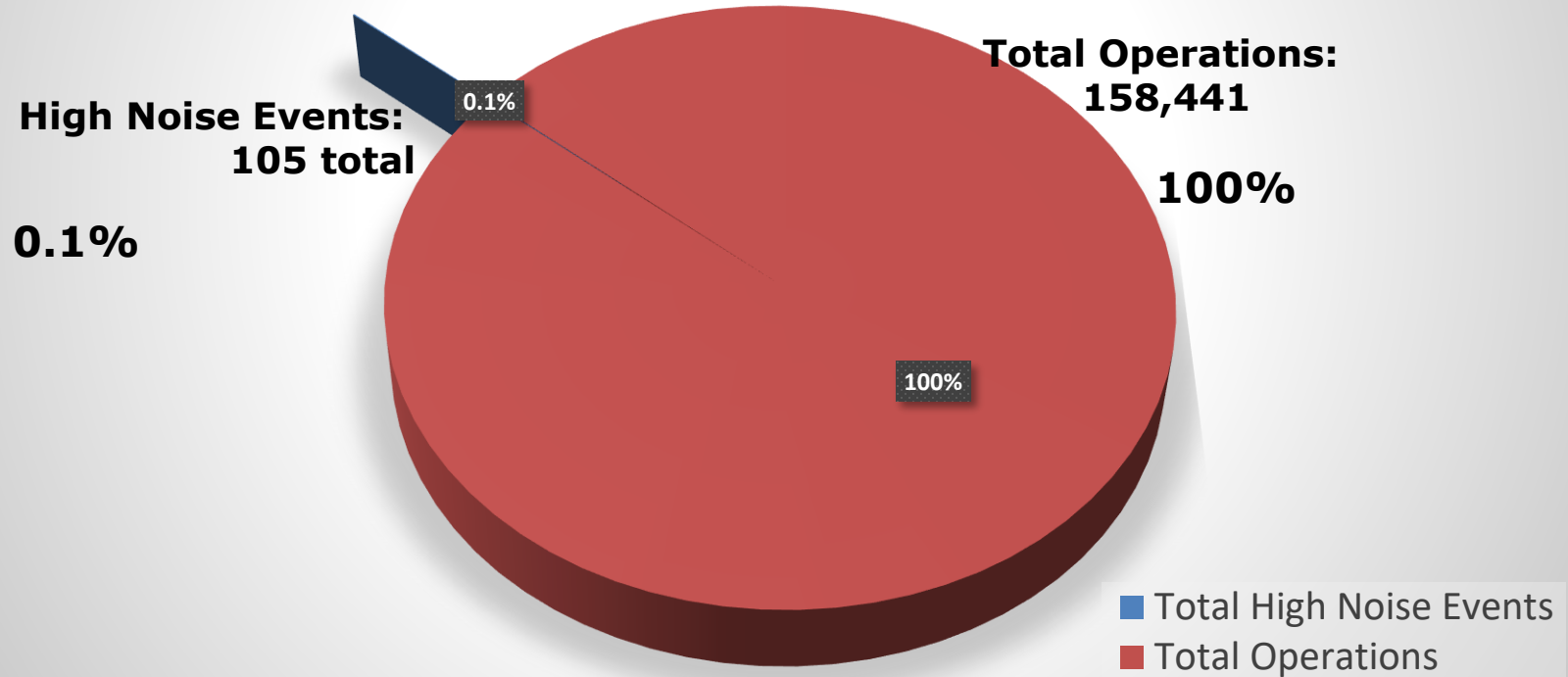
2016 Average Night Voluntary Curfew Operations



High Noise Events



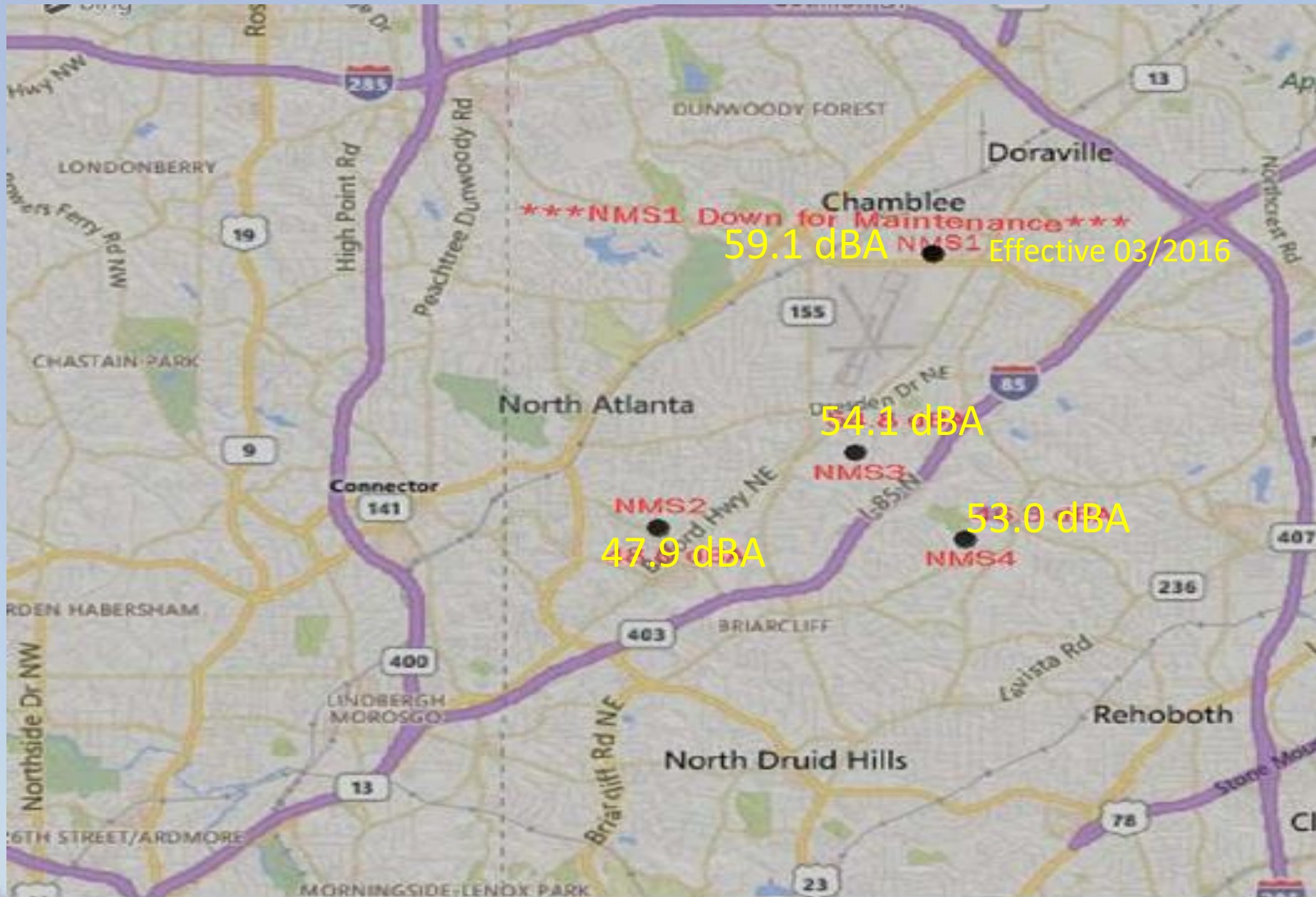
2016 Proportion of High Noise Events to Total Operations



Annual Noise Levels at NOMS

A map of North Atlanta, Georgia, showing annual noise levels at four Noise Monitoring Stations (NOMS). The map includes major roads like I-85, I-285, and I-405, and neighborhoods such as Dunwoody Forest, Chamblee, North Atlanta, North Druid Hills, and Rehoboth. The noise levels are as follows:

Location	Annual Noise Level (dBA)	Notes
NOMS1	59.1 dBA	Effective 03/2016; NMS1 Down for Maintenance
NOMS2	47.9 dBA	
NOMS3	54.1 dBA	
NOMS4	53.0 dBA	





Community Outreach Contact Information How to reach us?

Phone: (770) 936-5442 or Fax (770) 936-5446

E-mail: pdknoise@dekalbcountyga.gov

PDK Website: pdkairport.org

Follow us on Facebook: PDKDeKalbPeachtreeAirport

