

DeKalb County Airport Advisory Board (AAB) Minutes

The DeKalb County Airport Advisory Board met on Monday, May 13, 2019 at 7:00 PM in Room 227, Airport Administration Building at DeKalb-Peachtree Airport.

Members Present: Larry Scheinpflug (AAB Chair), Kevin Fowler, Christopher Richard, Robert Smith, Eugene Henry, Mike Reeves, Reuben Jones

Members Absent: Dan Zanger

Others Present: Airport Director Mario Evans and Noise and Environmental Analyst Nate Schattner

The meeting was called to order at 7:09p.m. by AAB Chair Larry Scheinpflug

- I. Approval of Minutes: **Motion to approve the March 11, 2019 minutes was made by Christopher Richard and seconded by Kevin Fowler. Motion passed. There was no Quorum in April.**
- II. Information/Old Business
 - A. **Airport Director's Report:** Airport Director Mario Evans reported the following:
 1. Evans introduced new AAB Board Member, Reuben Jones, District 7.
 2. New Lease Agreement for Airport Rental Car Operator, Gitibin & Associates, Inc., dba Go Rentals. They will be a tenant of Atlantic FBO. This will be the third Rental Car company operating at PDK. Airport receives 12% gross revenue monthly from each operator. Motion for Board to approve was made by Eugene Henry and seconded by Mike Reeves.
 3. Future agenda item proposed: To discuss grant funding from the FAA & GDOT for RIM (Runway Incursion Mitigation) Phase II, Design project: removing taxi-ways in center adding east parallel taxiway. Project cost budgeted at \$252K. Motion to approve future agenda item discussion was made by Larry Scheinpflug and seconded by Mike Reeves.
 4. Master Plan Update: Evans deferred to Jim Duguay from Michael Baker International. Jim shared that MBI is currently in the Facilities Requirement phase (analyzing for FAA requirements).
 - The next round of public involvement meetings will be July 11th at 6PM, in Room 227 of the Administration building.
 - The 2nd Open House will be July 17th at 6PM at the Chamblee Civic Center.
 - Jim Duguay discussed how doing an aeronautical obstruction survey could affect changes to Minimums.
 - A member of the public asked what percentage of the Master Plan was complete. Jim Duguay answered that the 2-year plan will be complete at the end of the year.
 5. Evans stated that the main runway will be closed for repair on the upcoming Saturday through Sunday morning (May 18th & 19th) for runway light repairs. Evans stated that NOTAMS for runway closures are published 72 hours before closure.
 6. A member of the public asked about absent Board members; Jennifer McKillop and Dan Zanger. Evans replied that Reuben Jones will be taking Jennifer's place, and that Dan Zanger was out for health issues.
 - B. **Noise and Environmental Analyst Report:** Prepared and delivered by Nate Schattner. **The April 2019 Noise Report** will be posted on the website in its entirety: **Total operations were 13,466** which is a decrease of 10.09% as compared to April of 2018. There were 346 voluntary curfew operations. Total 2019 year-to-date operations are 48,078 as compared to the total 2018 operations as of April 2018 of 51,053. In April, 50% of operations were on a southerly flow, 39% were to the north, and 11% were on the NW/SE runway. **Noise complaints:** 34 households made 356 complaints. The majority of the complaints were made between 0600a.m. and 11:59a.m. (33%). The Complaint Percentages by Zip Code chart shows that 32.58% of the complaints originated from the 30319 zip code. A total of 110 advisory letters were sent to aircraft operators who flew during the Voluntary Curfew Period who were not identified as MedEvac and/or other

emergency flights. Regarding High Noise Events, 40 advisory letters were sent to the operators whose aircraft exceeded the high noise event threshold(s).

- **Total operations for March 2019 were 14,506**, which was an increase of 9,24% compared to March 2018. Total 2019 year-to-date operations were 34,612 as compared to the total 2018 operations as of March 2018 of 36,075.

- A member of the public asked about noise monitors out far in the neighborhood – particularly Noise Monitor #3. Nate answered that it enables more accurate readings for actual neighborhood noise.

- Nate Schattner talked about the noise impact of Gulfstream III's, and his ongoing work with pilots to get them to accommodate noise abatement.

- **Motion to accept the April 2019 Noise Report and the March 2019 Annual Noise Report was made by Kevin Fowler and seconded by Eugene Henry. Motion passed.**

C. **Other:** None

III. **New Business:** Airport Director Mario Evans confirmed that Marshall Taggart is no longer serving in the role of Deputy Airport Director.

IV. **Public Comments:**

- A member of the community asked if meeting recordings could be posted on the website? Board answered: Yes, and that this will be done.

- The same member of community asked about/proposed the idea of a curfew violator de-incentive program, related to pricing. Mario Evans responded that this idea would have to be presented to the individual FBOs since it is an open market environment. This was not in the airport's purview. Member of community then asked if the airport can charge particular FBOs more money, if they weren't willing to build programs to discourage curfew violators that land at their FBO. Mario Evans responded that this wasn't possible, since there are long-term agreements in place with each FBO.

- Same member of the community then asked about mogas: were any of the FBOs at PDK interested in selling this? Christopher Richard responded that since only a small fraction of aircraft are actually designed to use mogas, it is not a big seller at most FBOs. Member of community responded: 'who wants to spray lead (Avgas is 100 Low Lead) instead of no-lead Mogas? Larry Scheinpflug reiterated again that not all aircraft can use mogas, and then went into some explanation that Penn Yan Aero, a major engine rebuilder, will void a warranty of their rebuilt piston powered aircraft engines if the owner uses mogas. Christopher Richard picked up, and discussed more about the fact that the majority of aircraft flying are older, and these aircraft can not use mogas. Member of community then stated that all older aircraft should be gotten rid of. Member of community further stated that in his view, flight schools are discharging the most lead. A different member of the community stated that the study of mogas safety is still new. A third member of the community asked: 'if we had mogas here, wouldn't it create more incentive for aircraft that use it, to fly here?' Christopher Richard stated again that most a/c that make up the general aviation fleet are not designed to use mogas. Original member of the community who brought up the topic, stated that the FAA has approved mogas. Christopher Richard stated that the FAA has not approved mogas.

Motion to adjourn was made by Christopher Richard and seconded by Robert Smith. Motion passed at 7:56 p.m.

Submitted by:

Approved as Submitted:

Lori Bell (Secretary)

Larry Scheinpflug (AAB Chair)