

DeKalb County Airport Advisory Board (AAB) Minutes

The DeKalb County Airport Advisory Board met on Monday, March 8th, 2021 at 5:30 PM via Zoom Video Conference call.

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

Members Absent: Dan Zanger

Others Present: Airport Director Mario Evans, Deputy Airport Director Hunter Hines, and Noise and Environmental Analyst Korey Barnes

The meeting was called to order at 5:33p.m. by AAB Chair, Larry Scheinpflug.

- I. Approval of Minutes: **Motion to approve the February, 2021 minutes was made by AAB Vice Chair Christopher Richard and seconded by Board Member Doug Miller. Motion passed.**
- II. Information/Old Business
 - A. **Airport Director's Report:** Airport Director Mario Evans reported the following:
 1. Airport Master Plan Update:

Evans deferred to Jim Duguay of Baker International: Jim updates: Working on Master Plan layout drawing set – 27 sheets, sent the first 10 to Mario and staff for review. Got some comments back, working on revisions. Expect to send the full set for full review this month, then onto GDOT.

 - Board Member Doug Miller asked if it is still in the long-term Master Plan to pursue the Museum at PDK? Evans answered that the Museum Board is reviewing but still has a long way to go with fundraising and planning – could be 5 to 10 years. The County School Board, DeKalb Visitor's Bureau and others are involved. Doug offered that he is open to volunteering at the Museum. Evans answered that the official PR on the museum's needs etc. has not gone out yet.
 2. GDOT Economic Impact Study:
 - Completed by GDOT in last quarter of 2020.
 - Evans showed a video by GDOT: "Georgia Airports Mean Business" prepared in 2020, and then showed a video of the 2010 study. Links for both videos and report will be posted on the PDK website. Evans brought to attention \$211.7M as total economic impact for PDK for 2010. In 2020 the total economic impact for PDK was \$372M. In a 10-year span, that economic impact has grown by over \$100M.
 - AAB Chair Scheinpflug brought out that the 1990 Noise Control Act stressed that airports are vital commerce in the U.S.
 3. Lease going before the BOC:

Corner office space that used to be Jerry Elmore's woodshop, will now be renovated and divided into two offices. Approval of office lease for 10 years, 2 automatic renewals, rent \$330 month, over \$50K investment for renovations. Simflight was approved last month for the first lease, the second lease will go to the Training and Development Group. Scheinpflug asked how \$330 a month was arrived at. Evans answered that it was negotiated based on square footage. Scheinpflug asked for motion to approve lease. **Doug Miller motioned to approve Trinity Development lease, Christopher Richard seconded.**
 4. Hermeus Aircraft Manufacturer:
 - Glenn Case, Founder and Chief Technology Officer and Skylar Shuford, Founder and Chief Operating Officer presented. Skylar shared his screen. Founded in November of 2018, Hermeus raised \$20M in venture capital and was awarded significant government contracts. Hermeus is 18 employees strong, looking to grow to 50 or so employees within the next year or two. Where are they going? Ability to fly to Mach 5 and build drones and

reusable Transport by 2029. Hermeus wants to keep PDK a big part of their growth picture. Aiming to create 1000's of high paying Georgia jobs. East Ops area of PDK has almost as much space as Gulfstream in Savannah. They are also talking to the new Museum folks about the benefits of having an aircraft mfg. facility at PDK along with the museum. What's on the docket for 2021? Expand to 100K sq. foot mfg. facility in DeKalb Technology Park. Develop their first MVP vehicle (photos shown). Expand propulsion test facility at PDK. Wants to move to a more permanent space at PDK. Bringing in lots of revenue for the airport, city, state.

- Airport Director Evans stated that Hermeus chose PDK because they are from GA Tech. They want to become the next Boeing.

- Glenn Case said they just got an RFP from the Air Force: \$30M committed on a contract. – Board Member Reuben Jones asked about noise decibels, Glenn said they only use but 4000 lbs. of thrust. Jones then asked what can PDK do to be more attractive to Hermeus? Glenn answered: access to East Ops. Having a commercially viable road and utilities in order to be able to put buildings in quickly. They would love these roads/utilities to be in place in the next 3 to 4 years.

– Evans read question from Member of the Public: What is the actual data on noise when testing? Glenn Case answered: from a thrust perspective, comparable to a small Lear jet. After burner engine, core is hotter, so a little louder but not as loud as a Gulfstream 5. Hermeus says they don't expect there to be any new noise complaints from them because they won't be testing 24/7.

Noise and Environmental Analyst Report: - N&E Analyst, Korey Barnes delivered the following report:

The February 2021 Noise Report will be posted on the website in its entirety: **Total operations were 9,092** which is a decrease of -17.25% as compared to February of 2020. There were 313 voluntary curfew operations. Total 2021 year-to-date operations are **19,764** as compared to the total 2020 operations as of February 2020 of 24,360. In February 54% of operations were on a southerly flow, 41% were to the north, and 5% were on the NW/SE runway. **Noise complaints:** 7.8 households made 101 complaints. The majority of the complaints were made between 06:00 AM and 11.59 AM. (38%). The Complaint Percentages by Zip Code chart shows that 79% of the complaints originated from the **30341** zip code. A total of 135 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, 38 advisory letters were sent to the operators whose aircraft exceeded the high noise event threshold(s).

- Korey presented on the Neighborhood Environmental Study (NES) virtual meeting he participated. Study showed that people are essentially more annoyed than FAA data show. Slide and links are posted on website. Public comments can be entered until March 15th.

- Doug Miller asked: why on Noise Report operations were heavier to the south yet complaints from Brookhaven were lower? Korey answered: it depends on the 1 or 2 residents who do the most complaining.

- Larry Scheinpflug asked: Of the 20 airports studied in the NES, was one of them PDK? Korey answered: No, none were general aviation airports.

- Korey shared: Plane Noise Complaint System is the new system being installed for the public to submit complaints by mobile app and new online web form. Testing is going on now, should be up and running by early next month.

Motion to accept the February 2021 Noise Report was made by Doug Miller and seconded by Chris Richard. Motion passed.

B. **Other:**

Deputy Airport Director Hunter Hines stated: PAPI flight check was supposed to take place on Feb. 17th. FAA flight check had some pressing matters in FL so check was rescheduled.

III. **New Business:**

Larry Scheinpflug shared: Regarding the rotating beacon at night, it seems the white light is more distinguishable than the green, and that green seems dim. Hunter Hines responded: the airport is aware of, looking into and studying the beacon to determine if an upgrade needs to be done. Doug Miller asked: is the beacon controlled by the FAA or the Airport? Evans answered: the airport. Board Member Mike Reeves asked: is it LED or incandescent? Evans answered: incandescent. He also said

the beacon fits the qualifications for PDK, not sure why it is not showing bright enough for pilots.

IV. **Public Comments:**

- Larry Foster: why hasn't the Freedom of Information request paid for by Jaimie Dutro in August regarding the Master Plan not been answered? Jaimie Dutro weighed in: checks were cashed, he's heard nothing. Jaimie said it seems the public is no longer involved in the Master Plan. Doug Miller asked what Jaime was asking for. Jaimie answered: information that corresponds between PDK and Michael Baker. Jaimie feels the Board should be far more informed than they are, feels Board is not involved in the Master Plan process. Evans answered: Dutro's requests go to the law department. Evans said he will follow up with the law department to see why Dutro has not received information he requested. Ultimate issue for Dutro: Information to the public was given after work was already DONE vs in time for public to weigh-in. Reuben Jones asked Jamie: What has caused you to question what the Master Plan folks might be doing behind the scenes? Dutro answered: he spoke with Lorraine Cochran Johnson and explained Master Plan process, he was told that he would have opportunity for input at critical stages of the process. That did not happen. How much is the Airport Advisory Board aware of what is going on in real time that DOESN'T occur during these meetings? Larry Scheinpflug answered: The Board and public were on the Citizens Advisory Committee (CAC). Board doesn't make decisions, we 'advise' the county commissioners. Dutro said that CAC meetings had low attendance of public, more pilots and Board members were there. Doug Jones said he wasn't on the CAC but attended most meetings. Doug Miller said the meetings he was in; people didn't ask many questions. Doug Jones asked if there was a possibility of getting a list of these concerns. Member of public Jordan Fox said a list was sent to PDK. He asked Mario to share it. Larry Foster said he would like a list of the contact information (email addresses) for advisory board. Evans said it is on airport website.

Motion to adjourn was made by Christopher Richards and seconded by Doug Miller. Motion passed at 7:04 p.m.

Submitted by:

Lori Bell

Lori Bell (Secretary)

Approved as Submitted:

Larry Scheinpflug

Larry Scheinpflug (AAB Chair)