

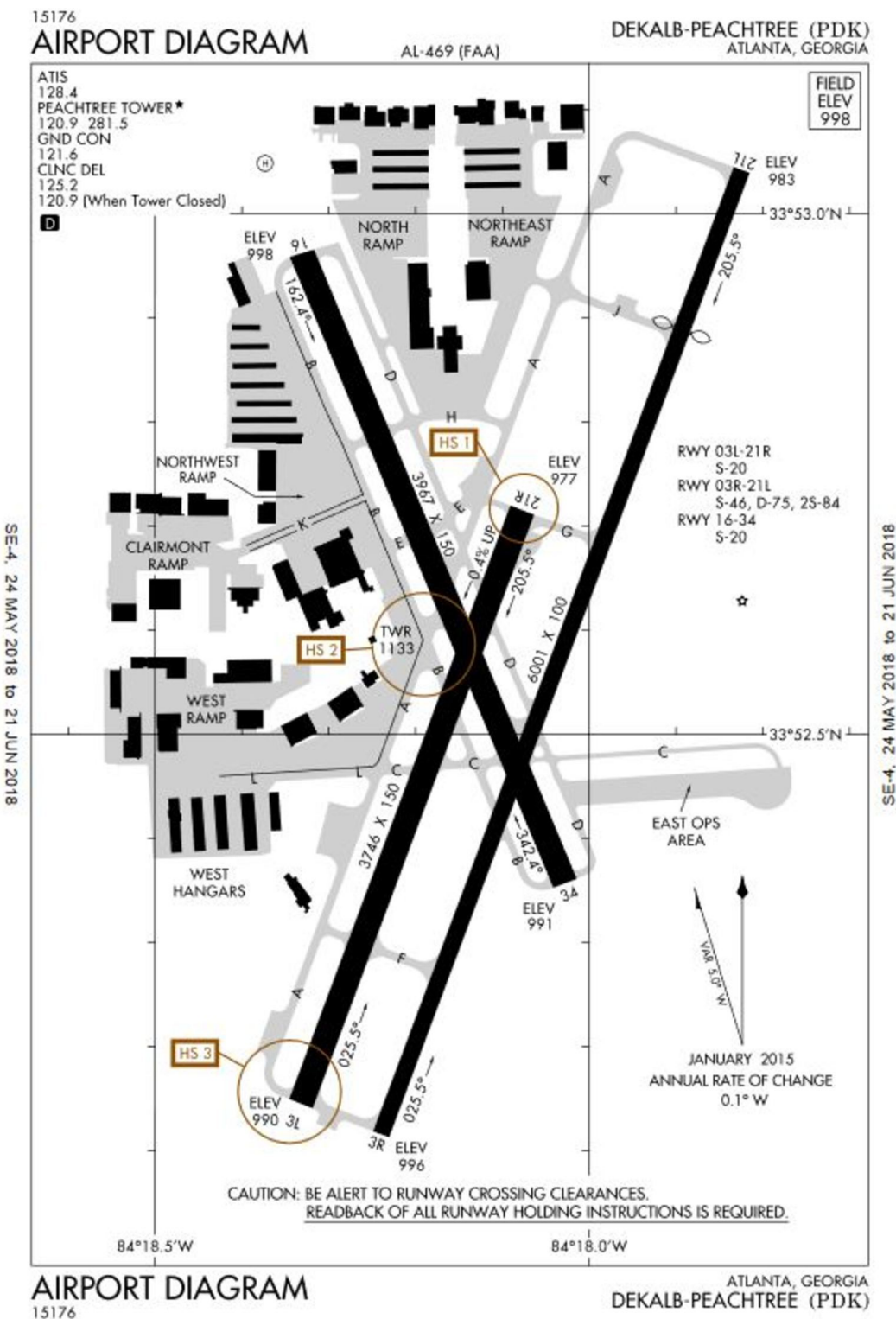
KPDK Dekalb Peachtree Airport

Atlanta, Georgia, United States

Noise Sensitivity Level: **HIGH**

Diagram #1: Airport Diagram

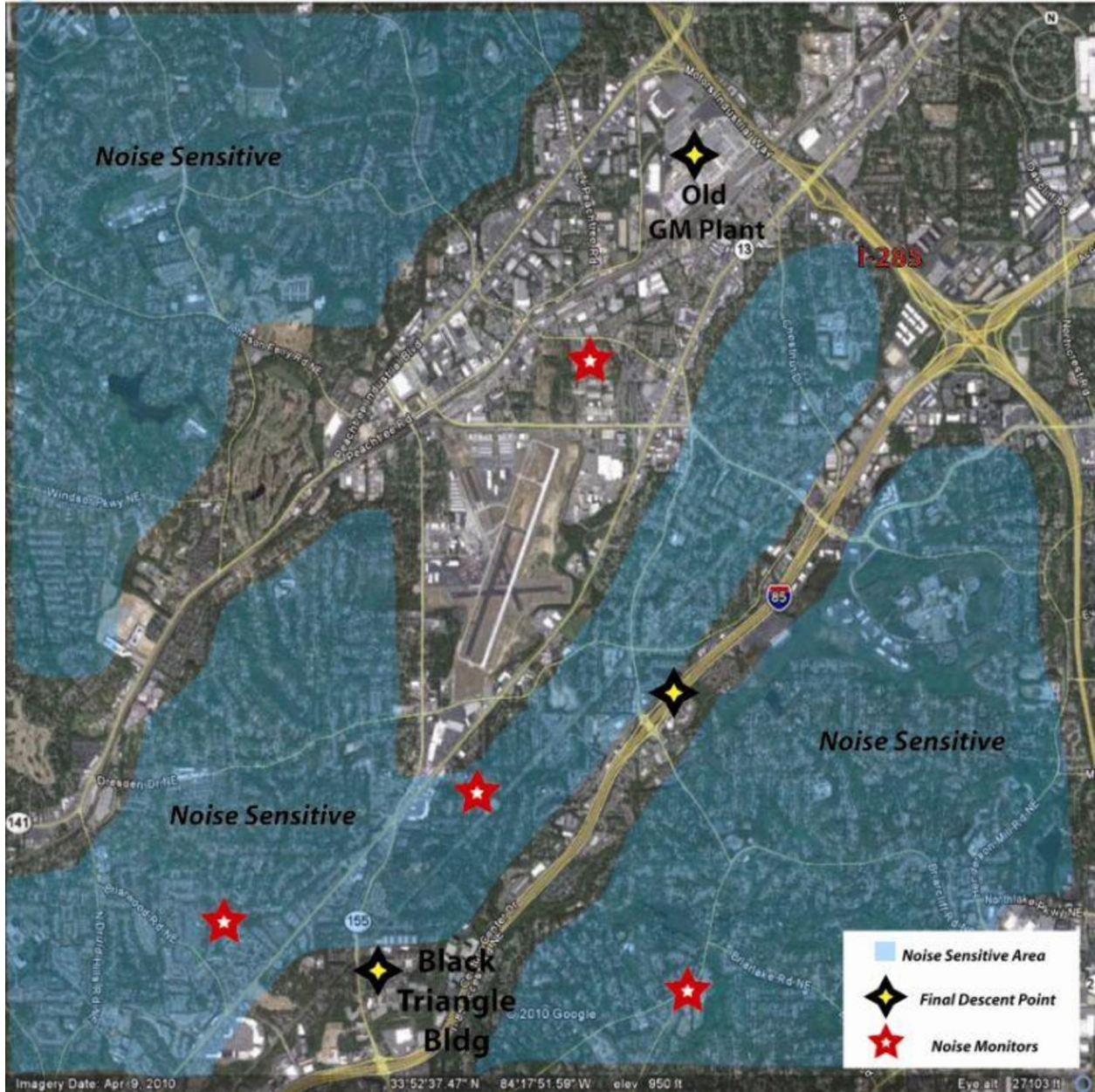
All Aircraft Categories / Runways: 03L, 03R, 16, 21L, 21R, 34 & H1



KPDK	Dekalb Peachtree Airport Atlanta, Georgia, United States	Noise Sensitivity Level: HIGH
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Diagram #2: Noise Sensitive Areas

All Aircraft Categories / Runways: 03L, 03R, 16, 21L, 21R, 34 & H1



KPDK**Dekalb Peachtree Airport**
Atlanta, Georgia, United StatesNoise
Sensitivity
Level:**HIGH****OVERVIEW**

PDK is located in a noise sensitive area surrounded by residential communities. In response to community concerns, The Good Neighbor Program has been developed to further reduce noise levels in the vicinity of the Airport. We ask that all operators participate to their fullest.

TEMPORARY INFORMATION

Upcoming Surge Event: Super Bowl LIII - Special restrictions and air traffic management procedures in effect JAN 29, 2019 - FEB 05, 2019.
<https://www.ainonline.com/aviation-news/business-aviation/2018-12-10/faa-plans-restrictions-atm-procedures-super-bowl>

MANDATORY RESTRICTIONS

Aircraft Categories: B, C, D & E

No Jet Maintenance Run-ups between 2200-0700 Local.

Aircraft Categories: B, C, D & E

Jet Maintenance run-ups shall only be conducted on the run-up pad on Taxiway J or in the East Ops area with jet blast in line with the parallel runways (north/south). Do not direct engine blast to the east or west due to neighborhoods in close proximity.

CURFEWS

All Aircraft Categories / Runways: 03L, 03R, 16, 21L, 21R, 34 & H1

All operators are strongly encouraged not to fly between 2300-0600 local. Those who fly during this time period will be documented and a voluntary curfew violation letter will be mailed to the aircraft owner. *Medical/MedEvac aircraft are exempt. Please contact airport if aircraft operations fall under this category.

ARRIVALS

All Aircraft Categories / Runways: 03L, 03R, 16, 21L, 21R & 34

Recommended Arrival Procedures for GA Aircraft

Final Descent Points (FDP's)

Commensurate with safety, all aircraft should maintain 2000' MSL until reaching the Final Descent Point (See Image). Try low power or gliding landings and avoid low, dragged-in approaches.

** Jet Aircraft may use NBAA arrival procedures instead. NBAA Approach and Landing Procedure VFR (for Business jets only)
Please view images.

All Aircraft Categories / Runways: 20L & 20R

Final Descent Point: Old GM Automotive Plant (See Image)

All Aircraft Categories / Runways: 02L & 02R

Final Descent Point: Black Triangle Building (See Image)

All Aircraft Categories / Runways: 03L, 03R, 16, 21L, 21R & 34

Maintain 2000' MSL as long as possible for safe landing

All Aircraft Categories / Runway 34

Final Descent Point: Interstate 85 (See Image)

Aircraft Category HELI / Runways: 03L, 03R, 16, 21L, 21R & 34

Helicopter Arrival Recommendations

Arrive PDK at as high an altitude as safe/practical and in compliance with ATC instructions. Avoid flying over residential areas when possible. If safety, ATC instructions, and routing permits, maintain flight over industrial & commercial zones, highway, and railroad/MARTA tracks.

DEPARTURES

Aircraft Categories: A, B, C, D & E / Runways: 03L, 03R, 16, 21L, 21R & 34

Recommended Departure Procedures

Pilots should fly at max power until 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, resume normal climb procedures thereafter.

**Jets may use NBAA Close-In Departure Procedure

The prime requirement for an acceptable noise abatement procedure is that it will ensure operational safety. Secondly, it should provide the lowest sound level for noise-sensitive areas surrounding PDK.

Please view images.

KPDK**Dekalb Peachtree Airport**
Atlanta, Georgia, United StatesNoise
Sensitivity
Level:**HIGH****Aircraft Categories: A, B, C, D & E / Runways: 03L, 03R, 16, 21L, 21R & 34*****Other Departure Recommendations***

Climb at the best rate of climb (Vy). Reduce RPM, retract gear, and reduce flaps as soon as practical after crossing airport boundary. Minimize flight over residential areas when possible.

Aircraft Category HELI / Runways: 03L, 03R, 16, 21L, 21R, 34 & H1***Helicopter Recommendations***

Depart PDK at as high an altitude as safe/practical and in compliance with ATC instructions. Avoid flying over residential areas when possible. If safety, ATC instructions, and routing permits, maintain flight over industrial & commercial zones, highway, and railroad/MARTA tracks.

PREFERENTIAL RUNWAYS**All Aircraft Categories**

When the tower is closed and safety permits, RWY 03R is the preferred for departures.

Pilots are requested to take off to the north when possible to decrease the departure noise impacts on the communities south, southeast, and southwest of the airport's main runway. However, operational and safety consideration take priority.

PREFERENTIAL INSTRUMENT PROCEDURES**All Aircraft Categories / Runway 21L*****RWY 21L Off-Set Global Positioning Satellite (GPS) Instrument Approach***

With the support of the communities northeast of the Airport and the FAA, the Airport was able to develop and have published another instrument approach to the airport's main runway, Runway 21L, that the ground-based Instrument Landing System (ILS) by about 14 degrees. This means that in certain weather conditions, this satellite-based approach can now be used, and the final approach path is different by about 14 degrees from the ILS approach. This off-set provides significant relief for those homeowners who live directly underneath the ILS approach into the airport used during inclement weather conditions. Instrument pilots are requested to use the Runway 21L GPS/RNAV approach procedure whenever possible if their aircraft is GPS equipped. This is PDK's preferred instrument approach for noise abatement.

REVERSE THRUST**Aircraft Categories: B, C, D & E / Runways: 03L, 03R, 16, 21L, 21R & 34**

Limit the use of reverse thrust at other than idle power and limit use of reverse thrust to perform early runway turnoff. Full length taxiways are available.

PATTERN ALTITUDES*ALL VALUES ARE MSL (FEET)***Aircraft Category A / Runways: 03L, 03R, 16, 21L, 21R & 34**

2,000 FT (MSL)

Aircraft Categories: B, C, D & E / Runways: 03L, 03R, 16, 21L, 21R & 34

2,500 FT (MSL)

Aircraft Category HELI / Runways: 03L, 03R, 16, 21L, 21R, 34 & H1***Helicopter Training Patterns***

Helicopter training pattern boxes have been developed in coordination with the local helicopter flight training schools and the FAA PDK Air Traffic Control Tower. These training boxes maximize training opportunities for helicopters while respecting the nearby communities and staying clearing of the many fixed-wing patterns around the airport.

Aircraft Category HELI / Runways: 03L, 03R, 16, 21L, 21R, 34 & H1

Helicopters are requested to enter and depart PDK at as high an altitude as practical to reduce impact to neighborhoods in the immediate vicinity. However, ATC instructions and safety take precedence.

INTERSECTION TAKEOFFS**Aircraft Categories: A, B, C, D & E / Runways: 03L, 03R, 16, 21L, 21R & 34**

For noise abatement, intersection takeoffs are not recommended.

ENGINE RUNUP

Jet maintenance run-ups are prohibited from 2200 to 0700 Local. During permitted hours, jet maintenance run-ups shall only be performed on the run-up pad on Taxiway J and the East Ops Area with jet exhaust in line with the runway (i.e., directed north/south).

Run-up areas for piston aircraft are located on Taxiway A at both ends, Taxiway J, and Taxiway G. Please do not conduct run-ups near the airport fence-line on the ramp areas as neighborhoods are in close proximity.

KPDK**Dekalb Peachtree Airport**
Atlanta, Georgia, United StatesNoise
Sensitivity
Level:**HIGH****FLIGHT TRAINING*****Touch & Go Operations***

Practice Touch & Go operations at outlying fields whenever possible. Touch & Go Ops are strongly discouraged from 2200 to 0700 daily and Sundays from 1100 to 1200.

Safety and ATC instructions permitting, please climb to an altitude of 500 ft AGL upon departure before beginning crosswind turn.

Helicopter "Close-In" Training Patterns

Helicopter training pattern boxes have been developed in coordination with the local helicopter flight training schools and the FAA PDK Air Traffic Control Tower. These "close-in" training boxes maximize training opportunities for helicopters while respecting the nearby communities and staying clear of the many fixed-wing patterns around the airport.

COMMUNITY GROUPS/INFO

Angel Flight of Georgia
<http://www.angelflightsoars.org/>

PDK Airport Association
<http://www.pdkaa.org/>

Civil Air Patrol (CAP)
<http://www.gawg.cap.gov/GA130/>

Women in Aviation
<http://www.wiaatlanta.org/>

FLIGHT TRACK MONITORING***Noise Operations Monitoring System (NOMS) Is In Use***

Combining radar and strategically placed noise monitoring stations, the NOMS allows the airport to identify and correlate noise complaints. It also shows pilots how the proper use of noise abatement procedures can reduce noise levels in the surrounding communities.

NOISE MONITORING

Four noise monitors are located in proximity to PDK. Due to the effect on the community, all operators who produce a High Noise Event will be contacted by Airport Management. A high noise event is defined as an LMax exceeding 90.0 dBA on the three southern monitors and 93.0 dBA on the northern monitor.

PRIOR PERMISSION (PPR) OPERATIONS

Aircraft at or over 75,000 lbs. (certificated max take-off weight) and all military aircraft must contact the Airport Director's office (770-936-5440) or via the airport website www.pdkairport.org prior to landing at PDK. Website: <https://www.dekalbcountyga.gov/airport/ppr-requests>

NBAA PROCEDURES

Our airport recommends use of NBAA procedures, please see the appendix.

AOPA NOISE AWARENESS STEPS

Our airport recommends use of AOPA procedures, please see the appendix.

AIRPORT CONTACT INFORMATION

Name Nate Schattner
Title Airport Noise & Environmental Analyst
Noise Hotline 770-936-5442
Phone 770-936-5420
Fax 770-936-5446
Email PDKcomments@dekalbcountyga.gov
Web Address <http://www.dekalbcountyga.gov/airport>

Dekalb Peachtree Airport
2000 Airport Road
Suite 212
Atlanta GA 30341

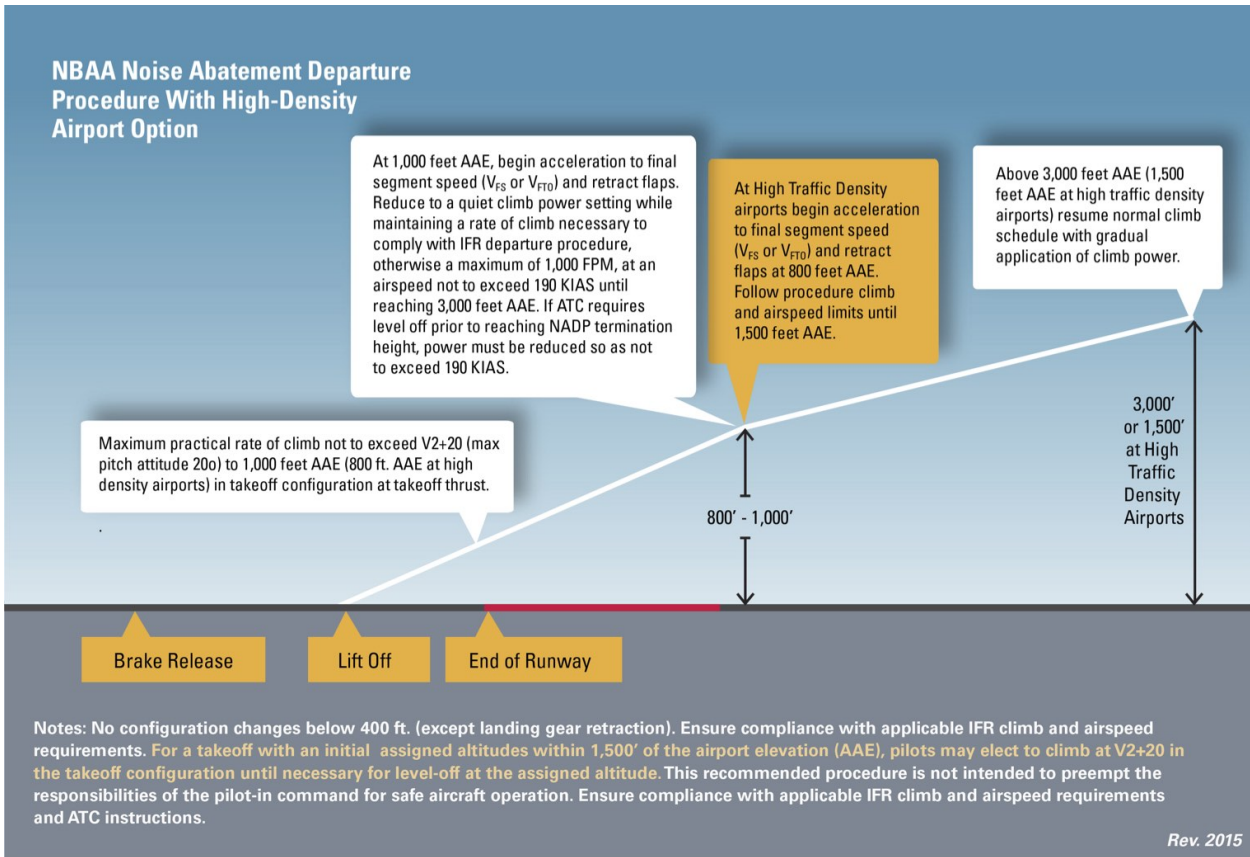
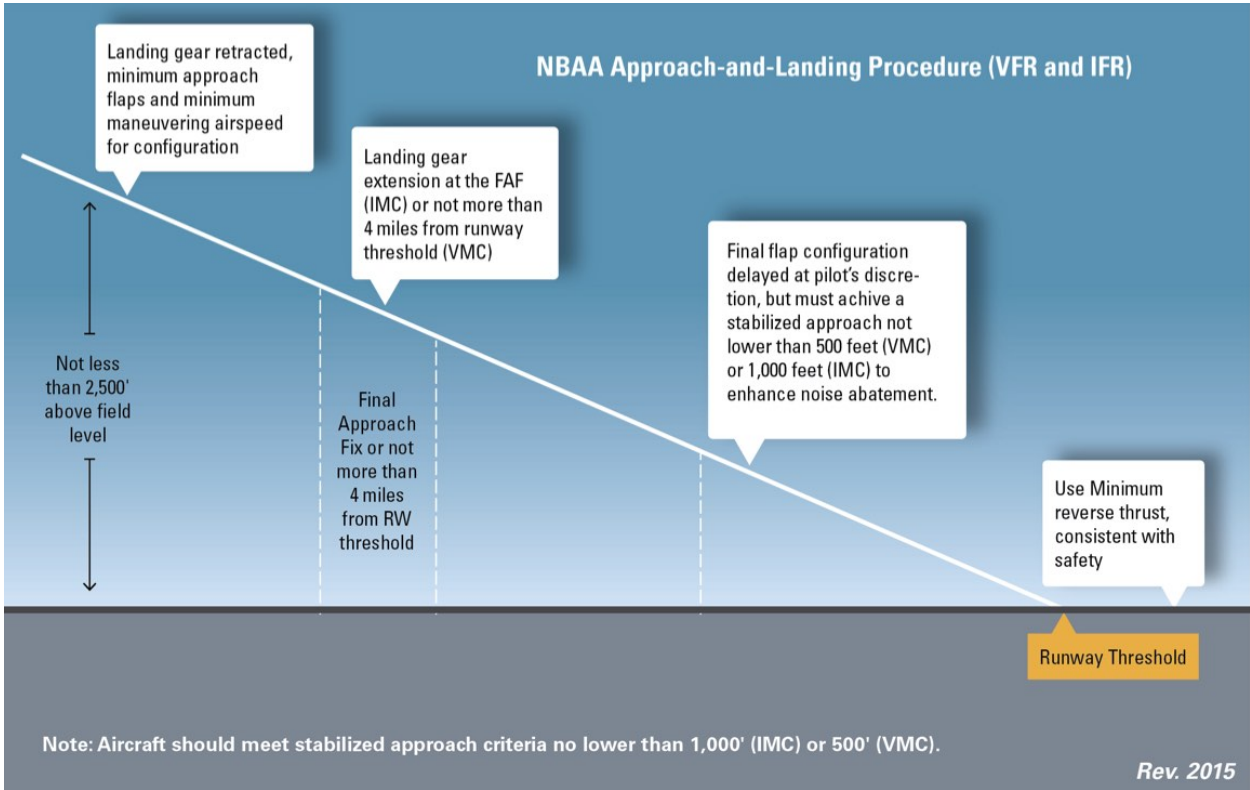
ABOUT AIRCRAFT CATEGORIES

A	B	C	D	E	HELI
< 91 kts	91-120 kts	121-140 kts	141-165 kts	>165 kts	Helicopters

Aircraft Approach Categories are based on FAA reference speeds.
See http://whispertrack.com/pdf/faa_handbook.pdf

$$V_{REF} = 1.3 \times V_{SO}$$

APU USE (NO RESTRICTIONS)**STAGE II (NO RESTRICTIONS)****STAGE III (NO RESTRICTIONS)****NOISE ORDINANCE (NONE)**



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AOPA Noise Awareness Steps

Following are some general guidelines and techniques to minimize the noise impact produced by aircraft operating near the ground.

1. If practical, avoid noise-sensitive areas such as residential areas, open-air assemblies (e.g. sporting events and concerts), and national park areas. Make every effort to fly at or above 2,000 feet over the surface of such areas when overflight cannot be avoided.
2. Consider using a reduced power setting if flight must be low because of cloud cover or overlying controlled airspace or when approaching the airport of destination. Propellers generate more noise than engines; flying with the lowest practical rpm setting will reduce the aircraft's noise level substantially.
3. Perform stalls, spins, and other practice maneuvers over uninhabited terrain.
4. Many airports have established specific noise abatement procedures. Familiarize yourself and comply with these procedures.
5. To contain aircraft noise within airport boundaries, avoid performing engine runups at the ends of runways near housing developments. Instead, select a location for engine runup closer to the center of the field.
6. On takeoff, gain altitude as quickly as possible without compromising safety. Begin takeoffs at the start of a runway, not at an intersection.
7. Retract the landing gear either as soon as a landing straight ahead on the runway can no longer be accomplished or as soon as the aircraft achieves a positive rate of climb. If practical, maintain best-angle-of-climb airspeed until reaching 50 feet or an altitude that provides clearance from terrain or obstacles. Then accelerate to best-rate-of-climb airspeed. If consistent with safety, make the first power reduction at 500 feet.
8. Fly a tight landing pattern to keep noise as close to the airport as possible. Practice descent to the runway at low power settings and with as few power changes as possible.
9. If a VASI or other visual approach guidance system is available, use it. These devices will indicate a safe glidepath and allow a smooth, quiet descent to the runway.
10. If possible, do not adjust the propeller control for flat pitch on the downwind leg; instead, wait until short final. This practice not only provides a quieter approach, but also reduces stress on the engine and propeller governor.
11. Avoid low-level, high-power approaches, which not only create high noise impacts, but also limit options in the event of engine failure.
12. Flying between 11 p.m. and 7 a.m. should be avoided whenever possible. (Most aircraft noise complaints are registered by residents whose sleep has been disturbed by noisy, low-flying aircraft.)

Note: These recommendations are general in nature; some may not be advisable for every aircraft in every situation. No noise reduction procedure should be allowed to compromise safety.