



Monthly Report

DeKalb Peachtree Airport Noise Information Office

April 2010

Prepared By: Mario A. Evans
Airport Noise & Environmental Analyst

Date: 5/10/10

Introduction

The DeKalb-Peachtree Airport is located in a highly aircraft noise sensitive area surrounded by residential communities. The primary goal of the Good Neighbor Program is a community-based program aimed directly at the reduction of 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.

PDK's Good Neighbor Program strives to reduce overall aircraft noise disturbances, by soliciting airport user involvement in reaching and maintaining this goal. Participation, knowledge, and cooperation are the keys to its success.

This report is a summary of airport operations, noise disturbances, follow-up letters, and overall comments for the month. For more information on PDK's Good Neighbor Program, contact the Noise Information Office at (770) 936-5420 or visit the airport's web-site at 'www.pdkairport.org'.

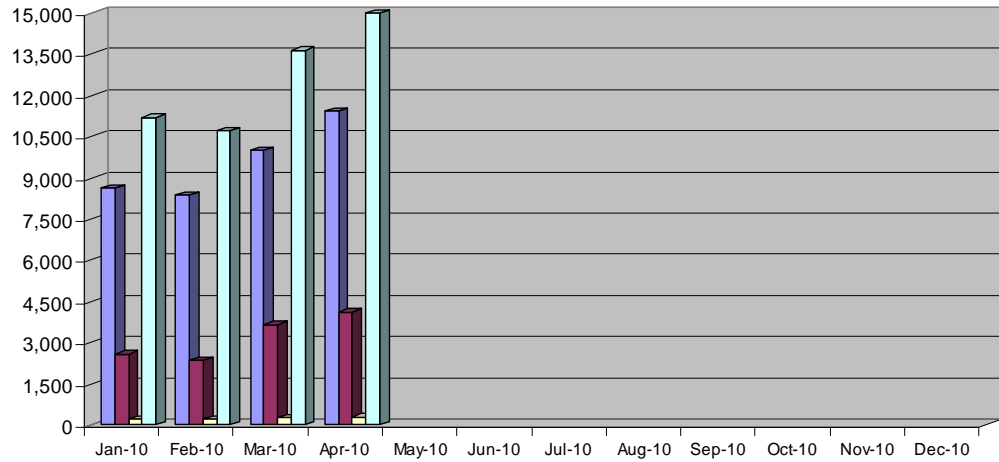
Aircraft Operations Summary

	This Month	This Month Last Year	5 Year Average for Month
Total Operations	15,549	13,076	16,293
Itinerant	11,435	10,185	12,617
Local	4,114	2,891	3,676
Voluntary Curfew Ops	288	296	315
Prior Authorization (75,000 Pounds)	9	No noise disturbance calls associated with these flights. 1 voluntary curfew ops associated with these flights.	

Definitions:

Prior Authorization (Section 6-93 County Code)	Aircraft certified by the FAA with a max gross take-off weight greater than 75,000 pounds
Operation	One take-off or landing. Touch-and-go counts as two operations
Itinerant	Non touch-and-go operations
Local	Operations within 20 miles of Airport
Voluntary Curfew Ops	Operations that occur during the hours of 11:00 p.m. and 6:00 a.m.

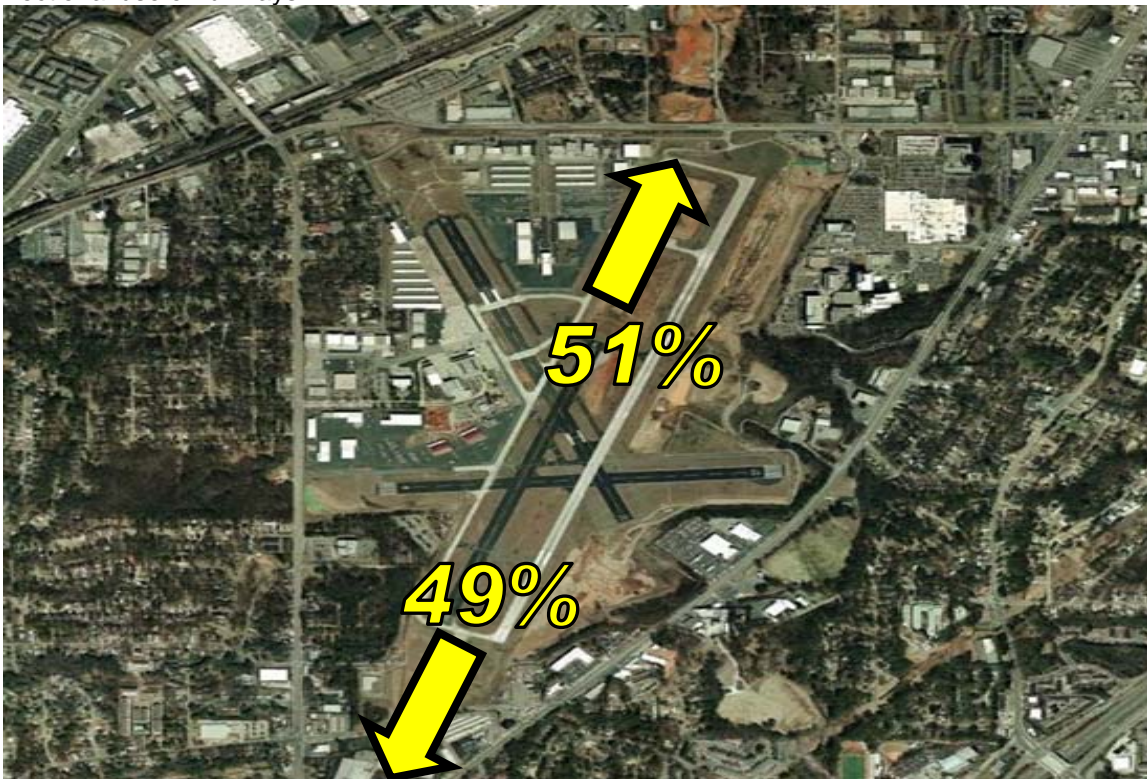
2010 Aircraft Operations Summary - By Type



	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
Interant	8,624	8,364	9,994	11,435								
Local	2,575	2,353	3,657	4,114								
Voluntary Curfew	220	211	254	288								
Total Operations	11,199	10,717	13,651	15,549								

Runway Mode of Operations

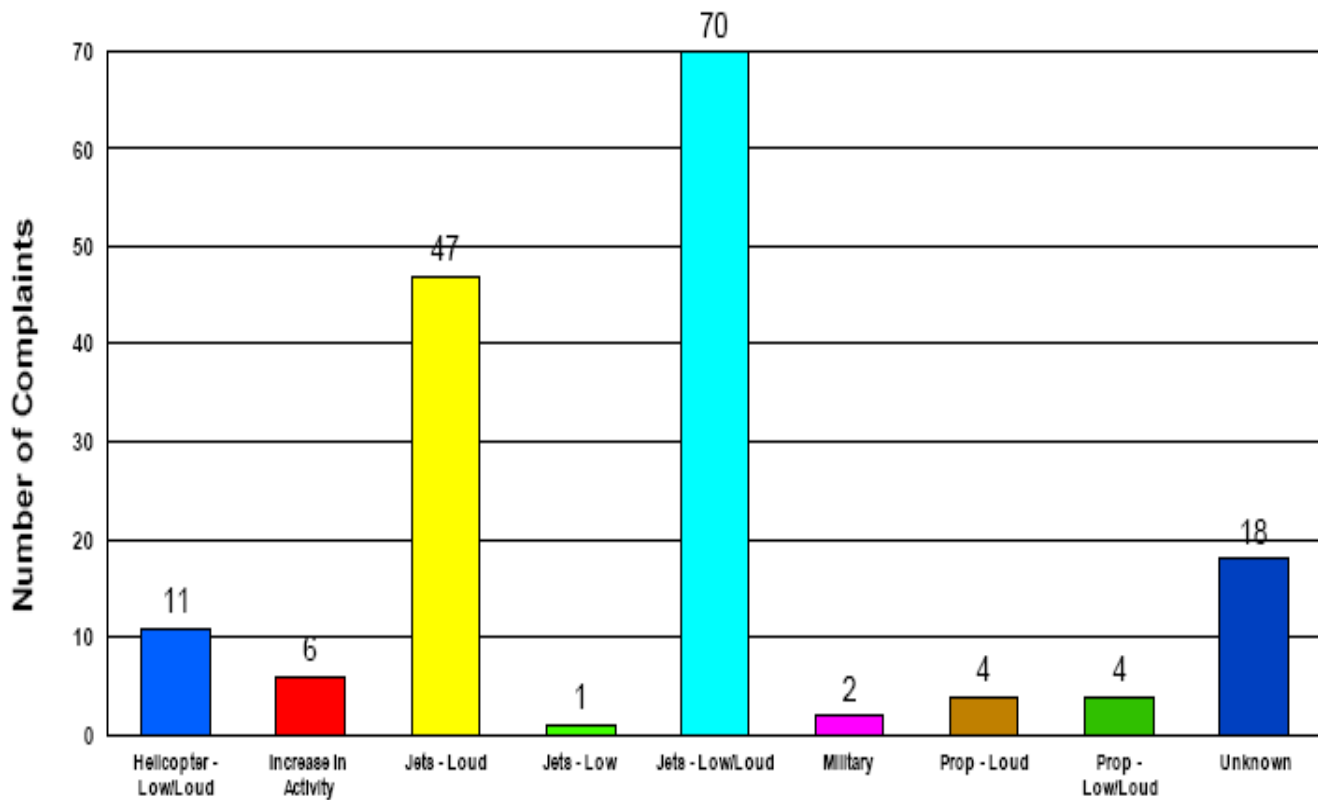
Directional use of runways has a major effect on flight patterns and the areas affected by these flight operations. Weather and wind direction generally determines runway selection. When the tower is open the FAA Air Traffic Control Tower determines directional use of runways.



Noise Disturbances Reported

PDK maintains a hotline that permits residents to report unusually loud aircraft over-flights.

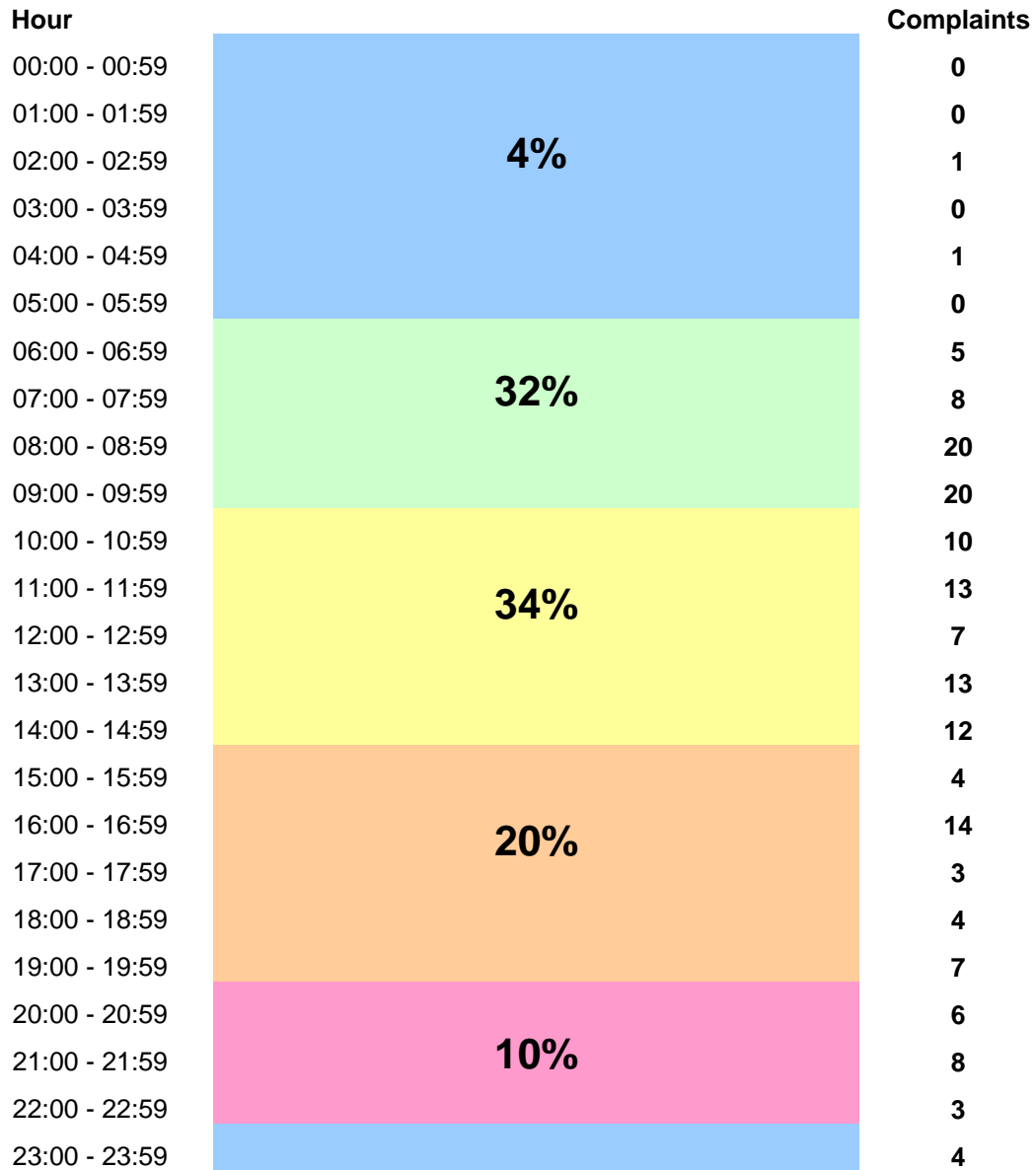
Total complaints for the month	Monthly Complaint Average 2010	Reports per Household <i>(minus top two/Households)</i>	Reports per Household <i>All Inclusive</i>
163	227	1.96	5.8



Complainants

Name	Address	Number of Complaints
Kersh	4335 Pembroke Inn Cove, Alpharetta 30022	1
Blackmon	2027 Clairmont Ter., Atlanta 30345	1
Brockel	2521 Dering Pl, Atlanta 30345	1
Reid	2691 Jody Walk, Atlanta 30319	2
Shalamerse	1626 Chateau Dr., DUNWOODY 30338	1
W	2696 Warwick Cir NE, Atlanta	1
Moss	2538 Chestnut Landing, Atlanta 30360	2
Lloyd	2154 Dering Cir, Atlanta 30345	1
Bonnell	2007 Variations Drive NE, ATLANTA 30329	1
Schneeberg	2707 Ashford Rd, ATLANTA 30319	1
Gallo	3475 Waddeston Way, Atlanta 30319	1
King	UNKNOWN, Atlanta 30319	1
Zibilich	2916 Appling Way, Atlanta 30341	8
Livingston	3192 Clairwood Ter, Chamblee 30341	1
Thatchmore	2406 Battle Dr., Atlanta 30345	1
Guggemos	2687 Peeler Road, Atlanta 30360	1
Shannon	2516 Warwick Cir., Atlanta 30345	2
Hans	2276 Tanglewood Cir NE, ATLANTA 30345	1
Levy	2139 Street De Ville NE, ATLANTA 30345	47
Carter	1889 Lyden Ct., Dunwoody 30338	7
Anderson	2188 Clairmont Terrace, Atlanta 30345	1
Goodman	2165 Street DeVille, Atlanta 30345	1
Brown	2969 Blackwood Rd, Atlanta 30033	1
Whitfield	2993 Villa Esta Dr., CHAMBLEE 30341	1
Clark	2922 Appling Way, Chamblee 30341	1
Drilling	1896 9th St, Atlanta 30341	3
Silver	2108 Meadowcliff Drive, Atlanta 30345	65
Younger	2030 Lenox Cove Circle, Atlanta 30319	8
Number of Complaints:	163	
Number of Complainants:	28	

Complaints by hour






Correlation of noise complaints to operations (NOMS)

Name	Offense Start	Flight Time	Flight ID	Rwy	Equip	Op	NMS	Lmax
Levy	4/1/2010 7:06	4/1/2010 7:09	N550MW	02R	C550	A		
Levy	4/1/2010 8:48	4/1/2010 8:45	NUS944	02L	C56X	A		
Levy	4/1/2010 9:10	4/1/2010 9:14	N1CW	02R	PC12	A	NMS3	73.1
Silver	4/1/2010 13:07	4/1/2010 13:06	UNKNOWN	UNK	UNKN	D	NMS4	71.6
							NMS3	76.8
							NMS3	66.5
Younger	4/1/2010 21:15	4/1/2010 21:13	N642AC	27	BE40	D	NMS2	79.3
							NMS3	74.6
Silver	4/2/2010 9:42	4/2/2010 9:41	N100YB	20L	C56X	D	NMS3	73.1
Levy	4/2/2010 10:15	4/2/2010 10:15	VNR147	20L	P180	D	NMS3	75
							NMS3	67.8
Lloyd	4/2/2010 11:50	4/2/2010 11:47	UNKNOWN	20R	UNKN	D	NMS3	66.6
							NMS1	73.8
Levy	4/2/2010 11:51	4/2/2010 11:51	BOBCT65	UNK	T45	D	NMS4	82.7
Silver	4/2/2010 14:25	4/2/2010 14:23	N729MN	20L	TRIN	D	NMS3	76.2
							NMS4	76.8
Silver	4/2/2010 16:09	4/2/2010 16:08	UNKNOWN	UNK	UNKN	D	NMS3	78.4
Silver	4/4/2010 13:06	4/4/2010 13:07	VNR138	02R	P180	A	NMS4	67.8
							NMS4	70.8
							NMS3	81.2
Levy	4/4/2010 13:06	4/4/2010 13:07	VNR138	02R	P180	A	NMS4	67.8
							NMS4	70.8
							NMS3	81.2
Silver	4/4/2010 14:39	4/4/2010 14:27	UNKNOWN	UNK	UNKN	D	NMS4	74.3
Levy	4/4/2010 14:39	4/4/2010 14:27	UNKNOWN	UNK	UNKN	D	NMS4	74.3
Levy	4/4/2010 14:47	4/4/2010 14:47	N306CJ	20L	C25A	D	NMS3	69.4
							NMS3	85.7
							NMS4	72.6
Younger	4/4/2010 17:21	4/4/2010 17:20	BOBCT65	20L	T45	D	NMS4	66.6
							NMS1	73.9
							NMS3	91.5
Levy	4/4/2010 19:05	4/4/2010 19:04	HTL307	20L	H25B	D	NMS3	77
Levy	4/5/2010 8:57	4/5/2010 8:55	N843DW	02R	C680	A		
Levy	4/5/2010 9:27	4/5/2010 9:29	N724EH	02R	LJ60	A		
Levy	4/6/2010 8:06	4/6/2010 7:56	N929GW	02R	LJ60	A	NMS1	78.8
Levy	4/6/2010 8:31	4/6/2010 8:33	N18VR	02R	BE58	A		
Levy	4/6/2010 8:44	4/6/2010 8:44	N72253	02L	BE36	A	NMS4	68.7
Levy	4/6/2010 11:07	4/6/2010 11:08	N3545Z	20L	PA31	D	NMS3	83.2
							NMS4	74.7
Silver	4/6/2010 19:31	4/6/2010 19:30	N500FZ	20L	C560	D	NMS3	81.5
							NMS4	68.4
Silver	4/7/2010 9:35	4/7/2010 9:34	N502GF	20L	H25A	D	NMS3	85.5
							NMS4	68.1
Silver	4/7/2010 11:40	4/7/2010 11:39	VNR172	20L	P180	D	NMS3	73.9
							NMS4	83.4
Silver	4/7/2010 12:04	4/7/2010 12:00	N777JQ	20L	E50P	D	NMS1	74.2
							NMS3	76.3
							NMS4	69.5
Levy	4/8/2010 7:11	4/8/2010 7:09	FIV635	20L	C680	D	NMS4	72.4
							NMS3	77.1
Schneeberg	4/8/2010 7:47	4/8/2010 7:49	FIV511	20L	C560	D	NMS3	71.7

							NMS2	69.7
Levy	4/8/2010 9:04	4/8/2010 9:03	N111FA	20L	GLF3	D	NMS3	81.5
							NMS1	67.1
							NMS4	82.2
Levy	4/8/2010 11:57	4/8/2010 11:55	N707EA	20L	GLF4	D	NMS3	78.3
							NMS4	70.1
Levy	4/8/2010 16:03	4/8/2010 16:01	N972W	UNK	H25B	D	NMS4	71.2
							NMS4	69.8
							NMS3	67.2
							NMS3	85.5
							NMS2	89.2
Levy	4/8/2010 18:30	4/8/2010 18:31	N913AF	02R	PC12	A	NMS3	70.2
Whitfield	4/9/2010 16:00	4/9/2010 15:55	UNKNOWN	UNK	UNKN	A		
Blackmon	4/9/2010 19:13	4/9/2010 19:18	N910AJ	02R	BE20	A	NMS3	69.6
Levy	4/11/2010 12:42	4/11/2010 12:43	VNR149	UNK	P180	A	NMS4	66.6
Levy	4/11/2010 13:38	4/11/2010 13:29	N414G	UNK	C414	A		
Levy	4/11/2010 13:54	4/11/2010 14:02	UNKNOWN	UNK	UNKN	D		
Levy	4/11/2010 16:00	4/11/2010 15:59	N14CE	UNK	BE58	A	NMS4	70.5
Reid	4/11/2010 16:01	4/11/2010 16:01	TALON94	UNK	HAWK	D		
Levy	4/13/2010 16:07	4/13/2010 16:06	N90LJ	20L	LJ25	D	NMS4	87
							NMS3	97.6
Levy	4/15/2010 10:24	4/15/2010 10:22	VNR187	20R	P180	D	NMS4	75.9
							NMS3	81.9
Levy	4/15/2010 10:26	4/15/2010 10:22	VNR187	20R	P180	D	NMS3	81.9
							NMS4	75.9
Levy	4/15/2010 10:59	4/15/2010 10:58	N200SG	20R	FA50	D	NMS3	70.6
							NMS3	82.4
							NMS4	80.1
Levy	4/18/2010 11:50	4/18/2010 11:52	N619AF	UNK	PC12	A	NMS4	70.6
Hans	4/18/2010 11:50	4/18/2010 11:48	UNKNOWN	UNK	UNKN	A		
Anderson	4/18/2010 11:51	4/18/2010 11:52	N619AF	UNK	PC12	A	NMS4	70.6
Levy	4/18/2010 14:47	4/18/2010 14:49	N610GG	02R	C501	A	NMS4	74
Levy	4/18/2010 15:05	4/18/2010 15:09	N605RP	UNK	CL60	A		
Levy	4/18/2010 15:40	4/18/2010 15:45	N257YA	02R	BE20	A	NMS3	71.2
Levy	4/19/2010 10:32	4/19/2010 10:32	N17PA	UNK	P180	A		
Younger	4/20/2010 22:17	4/20/2010 22:16	FWK90	20L	GLF3	D	NMS3	85.2
							NMS2	84.1
							NMS1	70.2
							NMS3	69.4
							NMS1	73.9
							NMS4	71.2
Levy	4/21/2010 11:05	4/21/2010 11:04	N412GJ	UNK	BE40	A		
Zibilich	4/21/2010 23:40	4/21/2010 23:40	UNKNOWN	20L	UNKN	D		
Levy	4/22/2010 8:35	4/22/2010 8:42	N63SE	02R	UNKN	A	NMS3	69.5
Levy	4/22/2010 8:54	4/22/2010 8:55	N445SE	02R	LJ45	A		
Zibilich	4/23/2010 6:31	4/23/2010 6:30	UNKNOWN	9	UNKN	D		
Zibilich	4/23/2010 6:44	4/23/2010 6:30	UNKNOWN	9	UNKN	D		
Shalamerse	4/23/2010 12:35	4/23/2010 12:21	UNKNOWN	UNK	UNKN	D		
Younger	4/25/2010 17:08	4/25/2010 17:06	N330WR	20L	GLF3	D	NMS2	88
							NMS3	89
							NMS4	70
							NMS1	74.9
Younger	4/26/2010 2:27	4/26/2010 2:25	N615HB	20L	LJ35	D	NMS2	78.4

Zibilich	4/26/2010 12:44	4/26/2010 12:46	N4455M	UNK	P28R	A		
Levy	4/26/2010 16:37	4/26/2010 16:36	N541S	20R	C650	D	NMS1	80.5
							NMS4	75.7
							NMS3	84.7
Younger	4/26/2010 20:07	4/26/2010 20:05	N900JB	20L	FA50	D	NMS2	70.9
							NMS3	83.6
							NMS3	67.1
Clark	4/26/2010 20:26	4/26/2010 20:13	UNKNOWN	27	UNKN	A		
Zibilich	4/26/2010 21:44	4/26/2010 21:44	N235TW	27	P46T	A		
Silver	4/27/2010 10:06	4/27/2010 10:05	N999PW	UNK	C501	D	NMS4	67.2
							NMS3	79.3
Silver	4/27/2010 13:37	4/27/2010 13:36	N4124W	UNK	BE58	D	NMS3	69.3
							NMS2	70.8
							NMS4	80.1
Levy	4/27/2010 14:14	4/27/2010 14:12	N54DC	20L	F2TH	D	NMS4	71.3
							NMS3	73.7
Levy	4/27/2010 18:43	4/27/2010 18:41	N153SG	20L	C56X	D	NMS1	68.4
							NMS3	77.2
Levy	4/28/2010 7:51	4/28/2010 7:55	N377P	UNK	BE9L	A	NMS4	70
Levy	4/28/2010 8:06	4/28/2010 8:08	N271DC	02R	C182	A	NMS4	67.9
Levy	4/28/2010 8:22	4/28/2010 8:14	N1113X	02R	BE58	A		
Silver	4/28/2010 14:35	4/28/2010 14:35	N394BB	02L	BE40	A		
Levy	4/28/2010 16:31	4/28/2010 16:32	OPT439	02R	BE40	A	NMS3	71
Levy	4/29/2010 8:27	4/29/2010 8:33	N40PC	02R	LJ45	A		
Levy	4/29/2010 8:50	4/29/2010 8:55	UNKNOWN	02R	UNKN	A		
Moss	4/29/2010 11:40	4/29/2010 11:36	N20CF	UNK	FA10	D		
Moss	4/30/2010 18:05	4/30/2010 18:06	N70PC	20L	LJ45	A	NMS1	82.3
Younger	4/30/2010 22:11	4/30/2010 22:09	N24KT	20L	C650	D	NMS1	71
							NMS1	68.4
							NMS2	76.4
							NMS3	81.2

-  = Complaint + high noise event,
-  = Complaint + curfew operation
-  = Complaint + high noise + curfew operation

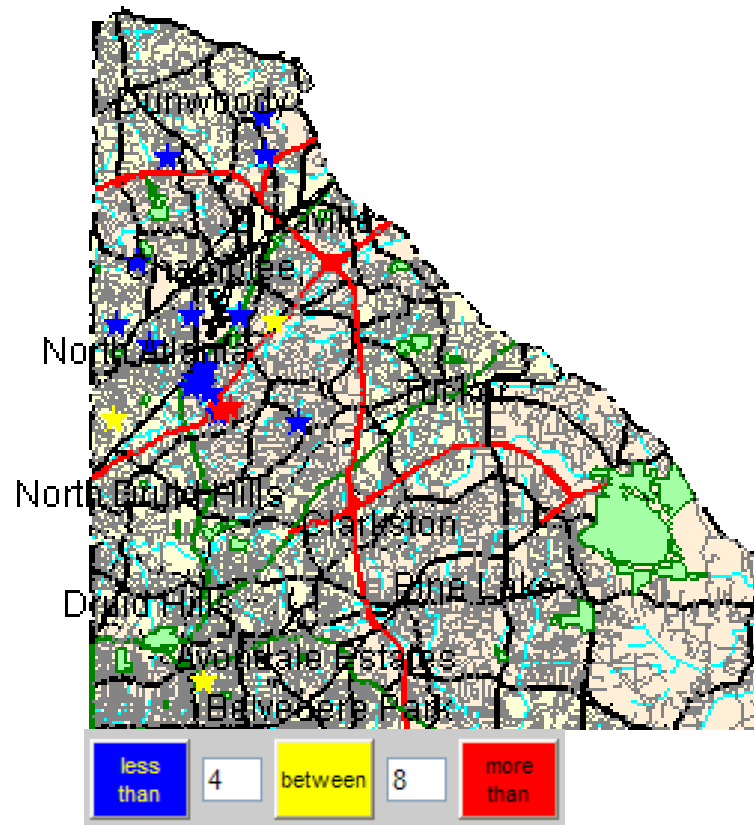
The airport correlated 81 (50%) of the noise complaints with aircraft operations from PDK to be **direct** correlations. Of the 163 noise complaints, 56 (70%) were **indirect** correlation to operations and 25 (30%) were **not correlated**.

Direct = Linked to a specific flight operation over a house/monitor (NOMS correlation).

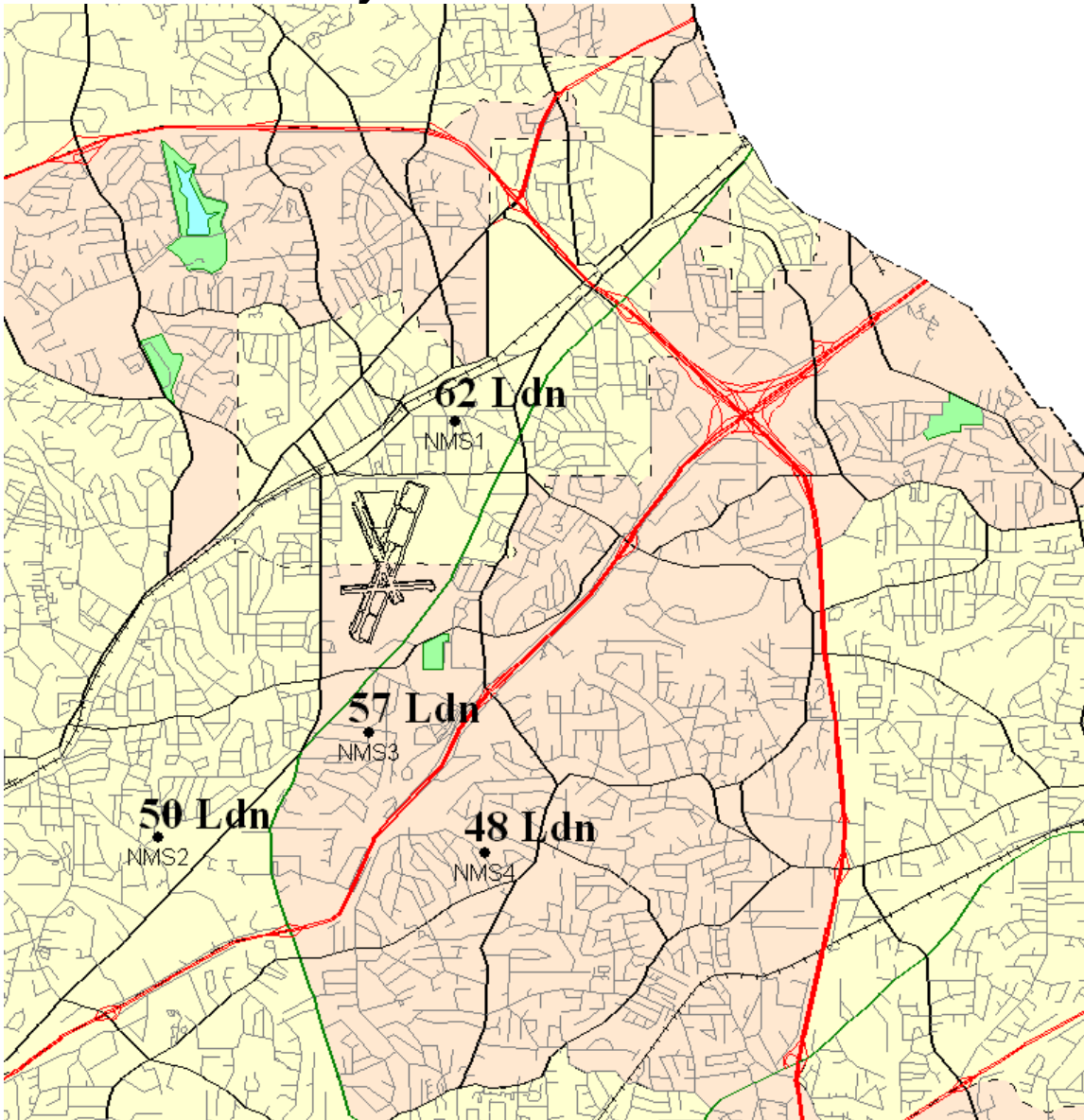
Indirect = Not linked to a specific flight operation (take-off thrust, reverse thrust; correlated by staff).

Not Correlated = Can not tie to NOMS or manual research.

Disturbance Location Pin Map



Monthly Noise Levels at Monitors



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.*
- *Lmax – 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.*
- *DNL – A 24-hour time-averaged sound exposure level. It is the noise metric of choice in 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) (Day Night Level A-weighted)*
- *Leq – 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.*

Letters

Voluntary Curfew Operations & Operators

Operations:

The airport identified a total of 284 of the 288 operations during the voluntary curfew period (11PM-6AM) during the month of April, 2010. 78 of the 284 operations were identified as MEDEVAC and/or emergency flights.

108 "one time" operations were conducted during this period.

176 were multi-time operations conducted during this period, i.e. an operator conducting 2 or more operations during this period.

Operators Identified / Multi-Use:

155 operators were identified using the airport during the voluntary curfew period.

47 operators were identified using the airport during the voluntary curfew period for 2 or more times during the month.

14 operators were identified as MEDEVAC and/or emergency flights.

Complaints received from operations conducted during the voluntary curfew period:

163 complaints were received during April, 2010.

6 complaints were received for operations conducted during the voluntary curfew period.

2 noise complaints were correlated to operations for the month during the curfew period.

63 operators were identified and correlated to noise complaints.

This Month (N #'s)

29 Aircraft with 2 operations (104TQ, 109TJ, 135WE, 2649J, 286PC, 3528W, 384RV, 387GC, **4093W**, 42NA, **42HN**, 444WB, 451AM, 4598L, 469PS, 487MA, 522DJ, 529DB, 575EW, 577CS, 684C, **68DA**, 776AF, 828MA, 880RP, **8HQ**, 900JB, 924AC, 939TW)

2 Aircraft with 3 Operations (209EA, 64DA)

6 Aircraft with 4 Operations (7853, **101TT**, 296AE, 32SV, **55FN**, 615HB)

2 Aircraft with 5 Operations (232GT, 6643N)

2 Aircraft with 6 Operations (**202TC**, **350PC**)

1 Aircraft with 8 Operations (**31NW**)

3 Aircraft with 9 Operations (**117CH**, 728LB, 74AW)

1 Aircraft with 14 Operations (**3589X**)

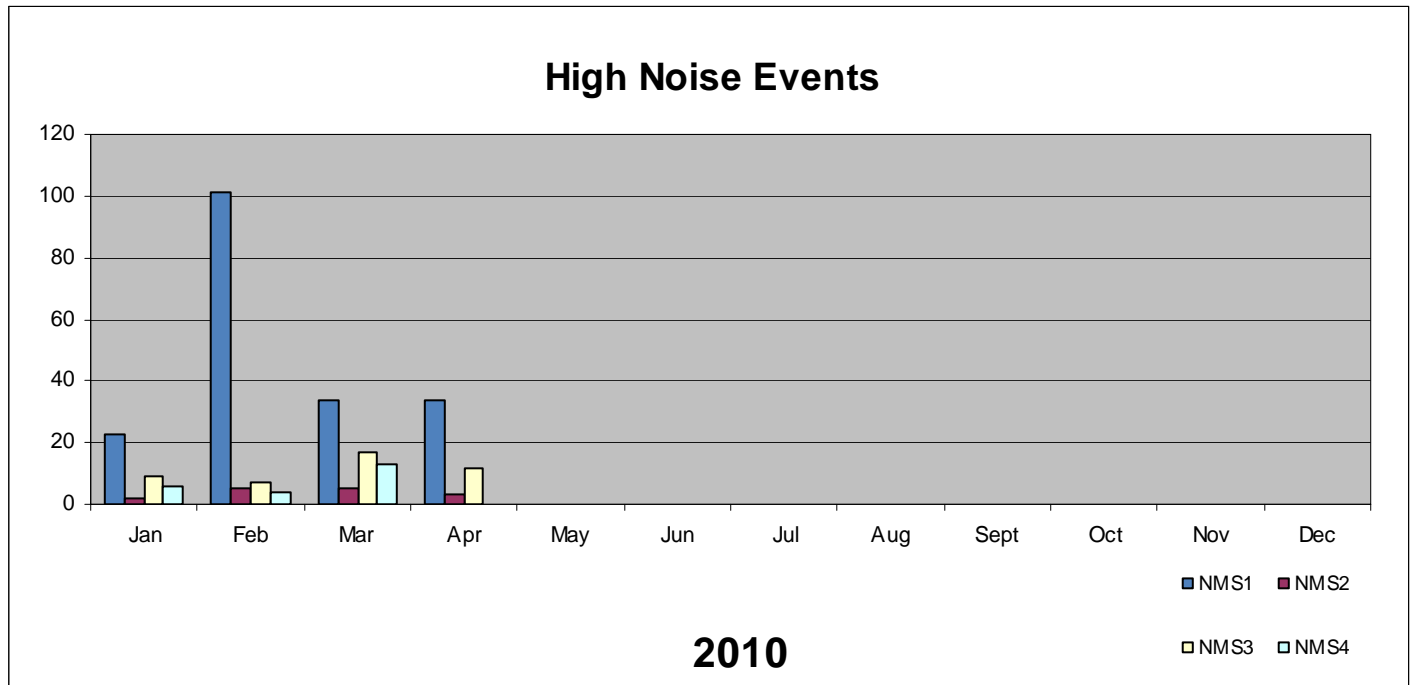
1 Aircraft with 17 Operations (**4083Y**)

***Note: The bold face N#'s represent MEDEVAC, Medical related flights, or Law Enforcement.**

***The Director of the airport has identified those aircraft that have operated during the curfew hours (for two consecutive months with multiple operations of two or more). There were four aircraft for the month: N296AE, 529DB, 615HB, and 74AW.*

High Noise Event Threshold

The high noise event threshold was developed to work with pilots in methods and techniques that could reduce aircraft noise levels in and around PDK and its residential areas. Noise Monitoring Station (NMS) 1 is located in a commercial district and is set at **93 dBA Lmax** or greater. All other monitors, NMS2, 3, & 4 are located in residential areas and are set at **90 dBA Lmax** or greater. A total of 49 advisory letters were sent this month for aircraft identified as exceeding PDK's high noise event threshold.



March (N #'s)

38 Aircraft with 1 High Noise Events (CSDKK, EJA345, EJA978, FIV521, FIV608, 111KR, 11WF, 16PC, 20ZC, 241CA, 30WR, 335PR, 376G, 406DC, 40PC, 438SR, 4447P, 491TM, 498YY, 500TH, 51FE, 525WL, 555P, 561AC, 567BA, 623MS, 721SR, 802CF, 877CP, 925GS, 933PA, REX140, VNR102, VNR109, VNR138, VNR150, VNR164, VNR191)

8 Aircraft with 2 High Noise Events (BOBCT65, 155BC, 200SG, 22PC, 30PC, 724EH, 76AX, 789CA)

1 Aircraft with 3 High Noise Events (KFS33)

3 Aircraft with 4 High Noise Events (111FA, 330WR, 60129)

April (N #'s)

28 Aircraft with 1 High Noise Events (BOBCT88, EJM390, EJM394, GTH72, 111FA, 11WF, 1976F, 22RD, 250MS, 264PA, 292PC, 294RT, 331EX, 357J, 4053T, 428JD, 500TH, 541S, 560CK, 623MS, 767CB, 845QS, 868DS, 900JB, NUS293, VNR109, VNR134, VNR156)

3 Aircraft with 2 High Noise Events (30WR, 881P, 90LJ)

1 Aircraft with 3 High Noise Events (330WR)

1 Aircraft with 4 High Noise Events (BOBCT65)

1 Aircraft with 8 High Noise Events (125JW)

Comments

Please visit www.pdkairport.org for all your airport information or you may contact the airport about noise concerns at pdknoise@co.dekalb.ga.us