



## Intergovernmental Coordinating Committee (ICC) Meeting Minutes

The PDK Master Plan Intergovernmental Coordinating Committee met on Thursday, November 8, 2018 at 1:00 PM at the Chamblee Public Library.

### **The Intergovernmental Committee (ICC)**

*The ICC will include planning and/or economic development staff from Brookhaven, Chamblee, Doraville, and Dunwoody as well as DeKalb County and the Atlanta Regional Commission.*

### **ICC Meeting #1 Goals and Objectives:**

- Inform committee of master planning process
- Define roles and responsibilities
- Begin discussion of vision for PDK master plan

**Members Present:** Dan Reuter, Catherine Lee (Chamblee 2), Parag Agrawal (DeKalb County 1), Shirlynn Browell (Brookhaven), Robert Patrick (Doraville 1), Linda Abaray (Brookhaven 2)

**Members Absent:** Al Wiggins (Chamblee 1), ARC Representative, Doraville 2 Representative, Dunwoody 1 Representative, Dunwoody 2 Representative, DeKalb County 2 Representative, DeKalb County 2, Marta Representative

**Others Present:** Deputy Airport Director Marshall Taggart, Noise and Environmental Analyst Nate Schattner, Jim Duguay of Michael Baker, Fola Shelton of Michael Baker, Katie Cash of Smartegies, Erika Dorland of Smartegies, and Regan Radakovich of Smartegies.

The ICC meeting began at 1:00 PM.

- I. Marshall Taggart from PDK Airport welcomed the committee to the meeting and introduced himself and others present from the PDK Airport team.
- II. Katie Cash from Smartegies introduced herself and explained the purpose of today's meeting: inform the committee of master planning process, define roles and responsibilities, and begin discussion of vision for PDK master plan.
- III. Jim Duguay from Michael Baker International informed the committee of his role on the project and spoke about the following topics:
  - a. Objectives for today's meeting
  - b. About PDK Airport
  - c. What is an Airport Master Plan?
  - d. The Master Planning Process
  - e. Study Area Map
  - f. Airport Facility Inspection
  - g. Forecasts for Aeronautical Activity



- h. Project Timeline
- IV. Katie Cash spoke about the following topics:
  - a. Purpose of Public Involvement
  - b. Public Involvement Program
  - c. Citizens Advisory Committee
  - d. Technical Advisory Committee
  - e. Intergovernmental Coordinating Committee
  - f. Airport Advisory Board
  - g. What We Need From You
  - h. Ground Rules for Committee Participation
  - i. How You Can Help – Sharing is Caring

Opened the floor for questions:

Let's Discuss PDK....

Collect feedback on the following items from the committee members. Will share collective feedback from all committees at next meeting.

- V. What could be improved?
  - a. Shared a few written by committee members – better communication with the community about things happening at the airport, more events, better parking
  - b. Jim stated that he agrees there could more events hosted at the airport. He also stated that parking has been a theme with what people would like to see improved and that parking will definitely be something that will be improved in the master plan.
  - c. Katie stated that there is a 10-year waitlist to be able to base your aircraft at PDK.
- VI. What is your vision for the airport in 20 years?
  - d. Shared a few written by committee members – become a transformative engine for the area to provide more business, community interaction, high amenity to attract people, cleaner air quality and less noise, provide more opportunities to grow the area
- VII. What do you see as strengths?
  - e. Shared a few written by committee members – location, proximity to the highway and Marta, provides jobs to the area, regional attention, small but functional
- VIII. What do you see as weaknesses?
  - f. Shared a few written by committee members – eye sore, not attractive, no sense of arrival, better community interaction, partnering with local community, more modern facilities, air quality and noise



- g. Katie asked group to elaborate more on the perception of air quality and noise.
  - i. Committee member stated that he lives right in the flight path of PDK and right near where the crash was a couple years ago. He said he knew that he was buying a house right by the airport, so he what he was buying in to, but that it does seem the planes fly lower now than they used to. Residents do complain a lot about the noise and air quality, especially in the North east neighborhood. And when they do complain I do remind them that they all knew what they were buying in to.
  - ii. Nate spoke about how the PDK Airport handles noise in various ways. There are a lot of constrictions on what they can and cannot do. Other airports like in California have other restrictive themes that they can do. In 1990, Congress passed a law called the 1990 Airport Noise and Capacity Act that severely constricted what airports could do on a local level to address noise levels. There used to be really loud jets called stage 1 and stage 2, but now there can't be any of those aircrafts, it has to be at least a stage 3. Because there were so many different restrictions at different airports the FAA wanted a more unified policy that is why that kind of clamped down on it. Only airports that were grandfathered in before that time can have more restrictive measures, but we try and work with what we can. One our big programs is an involuntary curfew program that runs from 11:00 PM – 6:00 PM daily and because the airport is 12 interstate commerce, we can't force aircraft to not come in during that that time. We can't control during surgent times, such as the super bowl or NCAA tournament. A lot of times during the involuntary curfew hours, we get a lot of medivac or medical flights that transport tissues, blood, pharmaceuticals make at least half of the involuntary curfew flights. The other half that is not medivac we keep track of and send a warning letter to inform them of the disturbance they are causing the community. We also have 4 noise monitors around the airport and can monitor the noise levels in those areas and see if the aircrafts exceed a certain level of noise and then would send out another letter to those aircrafts that exceeded the level. The airport is looking to add more noise monitors, and there is currently an RFP out to do so.
  - iii. Nate also spoke about how PDK approaches air quality control. There was a recent study done by Emory University that can be found on the website on the What's New tab on [pdkairport.org](http://pdkairport.org). It is a very



extensive study, it evaluates the airport and compares it to other airport studies and existing studies of the surrounding area. The study found that PDK wasn't contributing to the metro Atlanta area beyond what is already there and there are already environmental stances that the city of Atlanta is already in violation on, but once you factor in all of the other contributors of air quality what PDK contributes is really negligible.

IX. What do you see as unmet opportunities?

- h. Shared a few written by committee members – more community communication, general public use facilities, education tie in, more restaurants, knowledge of commercial flights
  - i. Jim explained that the airport is a general aviation airport and does not plan to become the next Hartsfield Jackson. Delta has invested a lot of their money into facilities at Hartsfield Jackson and does not want any competitors. PDK is happy being who they are and just want to be better at it and serve as a general aviation airport. They still have commercial activity, just not scheduled commercial flights. The intent of this master plan is not to be turned into a commercial airport. General aviation airports include everything but commercial and military operations (flight training, flight schools, news stations, corporate jets, charter departments such net jets, jet links, law enforcement).
- i. Committee Member asked where does the airport get their staff to fix airplanes and where do they do maintenance on the aircrafts?
- j. Marshall answered that the maintenance shops are all on airport property and connected to hangars. There is a total of 142, located on various parts of the property, mostly north west and south west regions. Not really sure exactly where the talent and staff come from to run the maintenance shops. They come from various mechanic schools in the area.
- k. Committee Member asked with the increase of community events at the airport is there heightened security features?
- l. Marshall answered that yes, the aspect of branding and technology is something we talked about for the master plan, definitely making sure areas are patrolled and secure, ID badging for employees. We are not a 139-certificate applicant, like Hartsfield Jackson but we want to start implementing recognition from a color perspective from access control points and security fencing and cameras.

Open Discussion About Economic Development Experience/Feedback amongst the committee:



- X. Committee Member stated that they get a lot of request from the film industry and people are pleased that the airport is nearby. A lot of established companies are in Chamblee and utilize PDK.
- XI. Nate stated that there are 10 general aviation airports in Georgia. PDK is the most relevant one because of their proximity to Atlanta and the busiest one. Many companies have interest in the DeKalb County area, because of the access they have to PDK. Krystal has said that they chose to have their office in Dunwoody so that they could fly to their franchises in different locations. There are many businesses that have showed interest in housing their corporate jets.
- XII. Jim stated that the airport is often approached by large corporations to house their aircrafts there, but the airport is not able to accommodate. It is important for PDK to be able to support this type of demand. And that it also has a part in where the corporations choose to locate their headquarters.
- XIII. Committee Member stated the only complaint they have heard that there are no higher end hotels in the area near the airport and that they often have to travel to Buckhead.
- XIV. Committee Member asked is there a model airport that they are trying to model PDK around?
  - a. Jim answered no, not necessarily. They will look into trends of general aviation airports at other locations but will create the master plan around the visioning of specifically PDK.
- XV. Committee Member asked about commercial property located within the fence of the airport and whether or not the property is owned by the county or is privately owned?
  - a. Marshall answered that they have a ground lease for each of their tenants. After a certain amount of time, 30 years the lease is reverted back to the county.
  - b. Jim added that the business pays for the facilities under the ground lease and then after 30 years and reverts back to the county the lease is reevaluated, and negotiation happens in order to get a better deal on the lease. All of the airport grounds are county owned. The airport also owns land outside the fence.
- XVI. Katie Cash discussed the following topics:
  - a. Next Steps
  - b. Committee Meeting #2
  - c. Committee Meeting #3

The ICC meeting was dismissed at 2:00 PM.