

Document #3—Proposed PDK Core Policies from the Consultants in April 2005,  
and the extent to which the PDK Airport Advisory Board proposals address them:

### 1. Safe and efficient airport operations

The airport has an overriding responsibility to protect lives and property from the hazards inherent to the movement of people, vehicles and aircraft, as well as threats of fire, crime and terrorism. The vision theme implies that the PDK of the future will be safe, convenient, and easy to use.

(The AAB does not address this issue.)

Currently, PDK is a general aviation reliever airport for Hartsfield-Jackson Atlanta International Airport. It is the busiest general aviation airport in Georgia, and it serves as a major aviation facility for corporate travel in the southeastern United States.

(The AAB does not address this issue.)

Maintenance of the airport safety, security and efficiency is essential for the continued preeminent position of PDK in regional and national general aviation. The challenge facing airport planners is to maximize safety and efficiency in an era of tighter security needs and to balance airport self-sufficiency and safe operations with environmental sensitivity.

(Not included in AAB as core policy, it is mentioned in the Mission Statement)

### 2. Environmental sensitivity

PDK Airport is located in a densely populated noise-sensitive area. There are approximately 1,600 residential units located within the 65 DNL noise contour. The airport, therefore, has an important responsibility to minimize aircraft noise impacts. To date, these concerns have been addressed through flight procedural changes as can be approved and adopted by the FAA and the mitigation of aircraft noise impacts by promoting compatible land use practices and residential sound attenuation measures.

(The AAB does not address this issue directly.)

A Noise and Operations Monitoring System (NOMS) has been installed to monitor aircraft noise and help PDK understand its impact on the surrounding community. The Good Neighbor Program has also been developed to further reduce noise levels in the vicinity of the Airport. Components of the program include noise abatement flight procedures, noise monitoring program, voluntary night curfew, preferential runway usage, high noise event threshold, pilot-user flight publications/handouts, and residential land acquisition/relocation.

(The AAB does not address this issue.)

The BOC and Airport staff understand that aircraft noise is not the only environmental issue involved in the ownership and operation of the airport. The master plan process will consider all environmental issues associated with operating PDK Airport.

(The AAB does not address this issue.)

The challenge for the future is (to) be a good steward of the environment while balancing the need for airport financial self-efficiency, operational efficiency, and safety

(The AAB addresses this issue indirectly in several core policies.)

### 3. Community relations

Community relations are a critical component of the vision for PDK's future. PDK will continue to strive to be a good neighbor and maintain a strong sense of community during the master plan and beyond. PDK will take a leadership role and promote cooperation and understanding throughout DeKalb County and the immediate, surrounding communities.

(The AAB does not address this issue except by a consultation process in section 5.)

PDK continues its commitment to partnering with communities in the airport environs, the Atlanta Region, the State and beyond. This commitment to community relations underlies the master plan process and strong focus on public involvement.

(The AAB address this issue in section 5.)

One challenge for community relations in the future is to forge an even stronger level of partnership and collaboration. Another challenge is to create an environment where stakeholders can work within a paradigm of trust and consensus building to address difficult issue and topics associated with future development of the airport.

### 4. Financial self-sufficiency

PDK Airport will continue its practices of maintaining a financial posture of self-sufficiency and strength. PDK will make sound business decisions that serve the County's best interest. PDK will keep an open mind about creative and innovative financing and management techniques that are well suited to the future fiscal environment of the region.

Economic growth and development is another valuable asset associated with PDK Airport. With a thriving airport, the County can maintain its excellent position to attract corporate growth.

The challenge for the future is to enable PDK to maintain financial self-sufficiency through continued airport development while being cognizant of the sensitive environment in which the airport is located.

## 5. General aviation

It is the Board of Commissioners' and PDK Airport Staff's intent for the PDK of the future to remain a general aviation airport.

(The AAB addresses this issue in its mission statement.)

Currently, PDK fills an important niche as a reliever airport for Hartsfield-Jackson Atlanta International Airport. PDK attracts general aviation air traffic from HJAIA so that HJAIA can serve the larger commercial air carrier aircraft. In addition, PDK serves an important role in the metropolitan Atlanta economy by servicing corporate aviation needs and by being conveniently located within the metro area.

(The AAB does not address this issue.)

The challenge for the future is to keep pace with the needs of a corporate fleet and to maintain technology and facilities to service the general aviation community.

## 6. Customer Friendly

(The AAB does not address this issue.)

To compete in today's marketplace, it is imperative to focus on operational efficiency and customer satisfaction. Customer satisfaction is a growing facet of airport management.

Presently, PDK has a number of facility-related challenges, such as a need for additional hangar space and renovation of the administration building. Maintenance of facilities is also important to customer satisfaction. In addition, there is an opportunity to coordinate more closely with land use planning in the county to provide nearby amenities for airport users.

The challenge of the future is to constantly improve services and products for the customers, including vendors, tenants, corporate users, employees, and the general public.

## 7. Effective institutional framework

(The AAB does not address this issue.)

A strong institutional framework is important for coordination and communication among county departments and airport decision-makers. The role and responsibilities for these bodies, including the Airport Advisory Board, will be clearly articulated during the master plan development process.

--Prepared by Charles Feltus, former Chairman, PDK Airport Advisory Board