

PDK MISSION/VISION STATEMENT DRAFT
(with additions for discussion 6/8/05)

Mission Statement

Our Mission . . . To Operate a Business Oriented Airport in a Safe, Efficient, and Fiscally Responsible manner and to Preserve the Quality of Life Recognizing a Partnership between Residential and General Aviation Interests.

Core Policies

The airport shall:

- (1) not permit scheduled passenger or cargo services. These operations are deemed inconsistent with the mission of the airport;
- (2) be highly sensitive to environmental and quality of life issues, with special attention to noise abatement, in planning, policy development and operations;
- (3) provide superior facilities and service appropriate to the evolving needs of the general aviation user community;
- (4) effectively serve the broad economic interests of the County and surrounding metropolitan region, importantly serving as a direct and indirect economic generator for the County;
- (5) directly, and through the Board of Commissioners and its appointees, consult with neighborhood representatives and other interested parties in planning and development of airport policy, endeavoring to build a cooperative partnership of community and aviation interests;
- (6) operate in a fiscally responsible and financially self-sufficient manner;
- (7) serve aviation interests in a manner consistent with the adopted policies and goals of the Board of Commissioners of DeKalb County, including the County's applicable Comprehensive Land Use plan;
- (8) accomplish this mission in compliance with applicable federal and state public law governing the operations of the airport and County obligations to the flying public.

Additional Suggested Policy Items Received Before the May 18 deadline:

- (9) make no expansion of its current boundaries except when: (1) the property is required for safety and can be designated as a permanent green space, or (2)

the property is acquired for noise abatement purposes and will be restricted to compatible land use, which does not include expansion of runways and taxiways.

(10) use the PDK Master Plan and subsequent Airport Layout Plan to insure that no engineering steps can be taken that could allow the Airport's designation to be changed from a Class II to a Class III status.

(11) review and propose changes to ensure the current fleet mix of local and transient aircraft does not encourage or force smaller aircraft to use other airports.

(12) address the issue of the weight limit at the airport and establish what that limit is for normal use;

(13) prepare a fact sheet on key issues such as why the airport cannot become a scheduled passenger or cargo airport to guide the process;

(14) develop a process for determining off-Airport impacts, particularly negative impacts, on the Community and define ways to compensate for any adverse impacts on the citizens of DeKalb County;

(15) develop an on-going program to encourage positive relations and interaction between the Airport and the Community;

(16) develop an effective institutional framework to insure coordination and communication among County departments and Airport decision-makers;

(17) develop an effective process for insuring that the Part 150 annual noise evaluation recommendation that was approved by the BOC and the FAA is implemented and brought before the BOC and the citizens of DeKalb County.

-Compiled by Larry Foster
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