PDK AIRPORT MASTER PLAN
SUMMARY of MAJOR RECOMMENDATIONS
from PDK WATCH, INC.

DeKalb Peachtree Airport (PDK), will be operated so that it best serves the interests both of the citizens of DeKalb County and of general aviation and associated businesses in DeKalb County.

1. **Flight Paths** -- PDK air traffic will be routed via the least residentially disruptive flight paths and avoid flying over schools and churches.

2. **Noise Reduction** – New PDK flight patterns, flight altitudes, and mandatory approach and departure procedures for all aircraft will be designed to minimize noise and other disruptive impacts over residential areas to the fullest extent possible under FAA regulations.

3. **Property Rights** – No violation of property rights of homeowners will be permitted, including air space rights above their property.

4. **Openness and Transparency** -- Full information about operational data at PDK Airport will be collected and maintained, and such information will be a matter of public record, readily available upon request.

5. **Category C-II** -- PDK Airport will continue to be operated and developed as a general aviation airport designated for C-II aircraft, with the all engineering and infrastructure specifications within the C-II classification, as defined in the FAA Advisory Circular of October 2002.

6. **66,000 lb. Weight Limitation** – The 66,000 lb. contractual obligations that DeKalb County made to the FAA, the public, and the 11th Circuit Court of Appeals in 1987 will be adhered to in the future by PDK Airport.

7. **Scheduled Air Service** – No regularly scheduled passenger or cargo services will operate out of PDK Airport.

8. **International Flights** – PDK Airport will not be promoted as a destination for international flights coming into the metro Atlanta area, and no regular, on-site, international customs services will be allowed at PDK Airport.

9. **Night Restrictions** – With the exception of Angel Flights and bona-fide emergency flights, night operations between 11 p.m. and 6 a.m. will be subject to substantial landing fees.

10. **Security** – Security at PDK Airport will be provided at a level adequate to protect PDK Airport and the metro Atlanta region.

11. **Expansion** –There will be no expansion of PDK Airport's "current boundaries except when: (1) the property is required for safety and can be designated as 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 the expansion of runways and taxiways."

12. **Helicopter Operations** – Helicopters, whether owned by the police, the media, or others, should not be allowed to operate at low levels over residential neighborhoods, except in bona-fide hot pursuit or crime-in-progress situations.

13. **Green Space** –Two substantial wooded properties owned by the County on the south side of the Airport, outside its fenced perimeter, and adjacent to neighborhood residences, will be designated as permanent passive green space--preferably by permanent easements--and properly maintained by the County.

14. **Ad Valorem Taxes** – Payment of ad valorem taxes on all aircraft based at PDK will be determined fairly, enforced fully, and subject to independent annual audit.

In Conclusion, the public's legitimate concerns about PDK Airport's negative impacts upon residential areas must be addressed seriously, and mitigated to the fullest extent possible.

The issues listed above have been presented to the PDK Master Plan public participation consultants via interviews and public meetings. Comments from the well-attended public meeting about PDK Master Plan policies, held at the Maloof Auditorium on September 19, 2005, were provided to the DeKalb Board of Commissioners by the DeKalb County administration.

--Approved by the PDK Watch, Inc., Board of Directors on June 5, 2006

Please see the PDK Watch web site, www.pdkwatch.org, for fuller documentation and discussion of these and other issues.