

## **PDK-Related Citizen Actions and Concerns in 2005-6**

Here are some major issues and developments relating to PDK Airport during the past year from August 2005 through July 2006:

1. August 8, 2005--After an 18-month PDK Open Records Lawsuit (Feltus v. DeKalb), the Court rules in favor of plaintiff Mickey Feltus, requiring that DeKalb County and PDK Airport fully open their computerized records on PDK Airport flight activity to the public. This means that the computerized PDK records on all types and sizes of planes, their registration numbers, and noise generated by aircraft using PDK must be made available to the public.
2. September 19, 2005--A capacity-only crowd of some 350 citizens packs the Maloof Auditorium to share their concerns about PDK Airport policies. This meeting had been requested by members of PDK Watch and is chaired by DeKalb CEO Vernon Jones. The written recommendations from that meeting were submitted to all members of the DeKalb County Board of Commissioners.
3. October 11, 2005--The DeKalb County Board of Commissioners adopts a set of ten policies to guide PDK Airport and the development of the PDK Master Plan. Included in the County-approved policies are two key PDK Watch-supported policy provisions that had not been included in the earlier PDK Airport Advisory Board policy proposals from June 2006. Those two key additional policy provisions are: (1) that PDK Airport remain a C II general aviation airport and (2) that the physical boundaries of the airport not be further expanded, except under certain clearly specified conditions.
4. November 10, 2005--A detailed letter from Open DeKalb, Inc.—the Georgia not-for-profit that raised funds to support the PDK Open Records Suit--challenges both the methodology and the substantive conclusions of the PDK “fleet mix” submitted to the FAA as part of PDK’s Environmental Assessment. Those flawed fleet mix projections had been intended to serve as the basis for the PDK Master Plan, which is expected to guide the development of PDK Airport for the next several decades. Based in part on this information, United States Senator Johnny Isakson asks for clarification from the FAA about what is happening at PDK Airport. For the text of the letter, see:  
[http://www.pdkwatch.org/pdf\\_docs/2006/082806-fleetmix.pdf](http://www.pdkwatch.org/pdf_docs/2006/082806-fleetmix.pdf)
5. March 29, 2006--PDK Master Plan consultants hold a “kick-off” public participation meeting at St. Pius High School. At the Consultants’ request, PDK Watch had helped publicize the meeting. Although many citizens who attended the meeting were frustrated that the Consultants only answered a handful of the many questions raised, the Consultants nevertheless promised that they would promptly post all the written citizen concerns submitted to them, as well as answers to all the questions raised, on their web site:  
<http://www.pdkmasterplan.com>

6. March 31, 2006--PDK Watch officially becomes incorporated as PDK Watch, Inc., a 501(c)(4) corporation, in order to be most effectively structured to track and respond to the latest developments at PDK Airport and protect our neighborhoods from negative impacts caused by PDK operations.
7. May 2006--More than nine months after the Court's decision of August 8, 2005 in the Feltus v. DeKalb PDK Open Records Lawsuit, the PDK records that the Court had required be released are finally released in full, after numerous delays. These records establish that some 200 oversized aircraft per month have been using PDK Airport, in violation of the County's 66,000 lb. weight limit agreement.
8. May 2006--PDK Watch, Inc., communicates with national experts about problems caused by aircraft pollution. PDK Watch learns that numerous national reports--including a major study approved and funded by the United States government--confirm the fact that severe pollution problems are caused by large jets such as those that are now frequently using PDK Airport in violation of the 66,000 lb. weight limit agreement.
9. May 30, 2006--An e-mail message from a concerned PDK Watch member to the PDK Master Plan Consultants asks why the Consultants still have not posted any of the promised answers to citizen questions that had been raised at the March 29th public meeting more than two months earlier. The first Consultant answers also are posted in preliminary form on their web site the very same day of the request (May 30), while the revised Consultant answers are posted on June 2.
10. June 2006--PDK Watch, Inc., meets with candidates for the DeKalb County District 2 Commission seat to explain PDK Watch, Inc., and community concerns regarding the problems that PDK Airport has been causing to surrounding neighborhoods and businesses.
11. June 22, 2006--PDK Watch, Inc.--with the support of Open DeKalb, Inc.--hosts a public information meeting at Clairmont Baptist Church to report on the outcome and significance of the PDK Open Records Lawsuit victory and how that victory can help the public in the future. A report is also presented about the concerns that citizens have regarding whether effective and substantive public participation actually is occurring and will occur in the future in the PDK Master Plan process.
12. June 2006--PDK Watch, Inc., approves and posts on its web site two documents with major PDK Master Plan recommendations that it feels must be included and discussed substantively in all relevant meetings, both public and private, that are being devoted to developing the new PDK Master Plan. For those documents, see: <http://www.pdkwatch.org/masterplan/index.asp>

13. July 10, 2006--At the monthly meeting of the PDK Airport Advisory Board, PDK Airport Director Lee Rimmel announces that the PDK Master Plan has been put on hold until the FAA reassesses the fleet mix that the Airport submitted to the FAA in November 2005. Rimmel also announces that before work on the PDK Master Plan officially resumes that the FAA will also make a decision about the 66,000 lb. PDK weight limit. (See #4, above)

14. July 31, 2006--A Memo from CDM, the lead PDK Master Plan public participation consultant, confirms that the PDK Master Plan process has been put on hold. The Memo states that the FAA is preparing a new fleet mix, as well as a new "forecast." After contacting the consultants to find out what the word "forecast" means in this context, PDK Watch learns that the word apparently is intended to refer to the size of planes using PDK, and to try to obviate the 66,000 lb. weight limit.

As a point of clarification on this matter, PDK Watch points out that the 66,000 lb. weight limit was not a mere "forecast" but rather a contractually binding agreement made by PDK Airport and DeKalb County with the FAA when the FAA paid to extend the principal runway at PDK by 1,000 feet without requiring an Environmental Impact Study.

For additional details on these and other issues, please see the postings on the PDK Watch, Inc. web site: [www.pdkwach.org](http://www.pdkwach.org)

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