

Part 150: Records of Approval

Dekalb-Peachtree Airport, Atlanta, Georgia

Approved on 4/25/97

The approvals listed herein include approvals of actions that the airport recommends be taken by the Federal Aviation Administration. It should be noted that these approvals indicate only that the actions would, if implemented, be consistent with the purposes of Part 150. These approvals do not constitute decisions to implement the actions. Later decisions concerning possible implementation of these actions may be subject to applicable environmental or other procedures or requirements.

The recommendations below summarize as closely as possible the airport operator's recommendations in the noise compatibility program and are cross-referenced to the program. The statements contained within the summarized recommendations and before the indicated FAA approval, disapproval, or other determination do not represent the opinions or decisions of the FAA.

Noise Abatement Action #1- Runway Use Program

Voluntary north flow preferential runway use program. (page 3-5, Section 3.2.1; page 3-7, Section 3.2.1.2)

FAA Action: Approved.

Noise Abatement Action #2

Standard Instrument Departures (SIDS) (Buford 1, 2, 3) (pages 5-3, 5-4, 5-5, 5-6 Section 5.1.2.1)

BUFORD ONE departures - instruct north and northwest bound traffic departing from Runway 2R to maintain runway heading to Interstate 285 - Peachtree Industrial Boulevard before turning to one of two courses.

BUFORD TWO departures - instruct northeast bound traffic departing from Runway 2R to make an immediate right turn to intercept the 040 degree radial northeastward out the Interstate 85 corridor.

BUFORD THREE departures - instruct traffic departing on Runway 20L to follow the Buford Highway corridor for two to three miles before turning on course.

FAA Action: No action required at this time. This measure relates to flight procedures under provisions of section 104(b) of the Aviation Safety and Noise Abatement Act (ASNA, recodified at P.L. 103-272, chapter 475, subchapter I, section 47504(b)(1)). FAA airport traffic control tower has reconsidered these recommendations since the airport operator's submission of the NCP. Due to air traffic efficiency and workload, ATCT has recommended alterations to the flight patterns modeled in the NCP. These alterations would need to be modeled to determine their

noise mitigation benefits and the ATCT and the airport operator would have to complete further consultation to arrive at a final agreement of the best noise mitigation flight procedures.

Noise Abatement Action #3

VFR Departure Routes (page 5-7, Section 5.1.2.2; Figure 5-9; page 5-21, Section 5.1.10)

FAA Action: Approved.

Noise Abatement Action #4

Charted Visual Flight Procedures (CVFPs) Arrival Routes (page 5-7, Section 5.1.2.3)

FAA Action: Disapproved. FAA ATCT has determined that this measure would cause increased workload on the Atlanta Approach controller as VFR aircraft are currently provided sequencing by PDK tower and not Atlanta Approach. Due to the high volume of traffic which must be worked into PDK and the wide range of aircraft characteristics involved, FAA believes that it is imperative that these aircraft be vectored and turned in a manner which would make use of CVFPs impractical. The PDK tower must have the leeway to issue control instructions to these aircraft in the various scenarios they are required to handle. As stated in the NCP, these noise benefits are minimal and thus do not outweigh the decrease in air traffic efficiency.

Noise Abatement Action #5

Revise PDK Noise Abatement Pamphlet (page 5-7, Section 5.1.3; page 5-17 5-18, Figure 5-10)

FAA Action: Approved.

Noise Abatement Action #6- Install Airfield Signage (page 5-19, Section 5.1.6)

The Airport is to provide additional signage with specific instructions relating to the use of noise abatement flight tracks.

FAA Action: Approved.

Noise Abatement Action #7- ATIS Advisories

Revise Automatic Terminal Advisory Service (ATIS) to refer to noise abatement procedures that are in effect. (page 5-19 5-20, Section 5.1.7)

FAA Action: Approved.

Noise Abatement Action #8

Issue Letter to Airmen transmitting all pertinent air traffic and noise abatement issues to pilots.(page 5-21, Section 5.1.10)

FAA Action: Approved.

Noise Abatement Action #9

Pursue funding for the cost benefit analysis of stage 2 night time use aircraft restrictions as an add-on to this Part 150 study to ensure compliance with FAR Part 161 (pages 3-13; 5-19, 5.1.4).

FAA Action: Disapproved for purposes of part 150. With full implementation of the land use measures in this NCP, the sponsor will accomplish 100 percent mitigation within the DNL 65dB contour. There remain no unmitigated areas that would justify an airport noise or access restriction under 14 CFR part 150. This disapproval under part 150 does not prevent the airport operator from pursuing analysis of a proposed airport noise or access restriction under part 161 outside of this part 150 process.

Noise Abatement Action #10

Annually review effectiveness of noise compatibility program implementation. utilizing the noise and operations monitoring system, including the voluntary preferential runway use program and the use of recommended departure and arrival procedures. This is to include an annual review of aircraft noise exposure. (page 5-20, Section 5.1.9)

FAA Action: Approved.

Noise Abatement Action #11

Construct a designated maintenance runup area on west side of Runway 2R/20L. (Vol. II, page 3-57; Vol. II update, page 5-19, Section 5.1.5)

FAA Action: Disapproved for purposes of Part 150 pending submission of additional information to make an informed analysis. There appears to be some confusion as to the reason this run up site is to be relocated. If this site is to be relocated for other than mitigation of noise at the current site, the measure does not meet Part 150 approval standards. The NCP documentation indicates that relocation of the maintenance run up area will be near residential land uses that were previously not impacted by run up noise, and does not indicate the noise impacts at its current location versus the noise impacts at its preferred location.

Land Use Measure #1 - Land Acquisition and Relocation (page 5-23, Section 5.2.1.1)

Airport will establish and administer a voluntary program of property acquisition and resident relocation in the 75+ Ldn contour.

FAA Action: Approved.

Land Use Measure #2 - Land Acquisition and Relocation (page 5-23, Section 5.2.1.1)

Airport will establish and administer a voluntary program of property acquisition and resident relocation in the 70-74 Ldn contour.

FAA Action: Approved.

Land Use Measure #3 - Land Acquisition and Relocation (page 5-23, Section 5.2.1.1)

Airport will establish and administer a voluntary program of property acquisition and resident relocation in the 65-69 Ldn contour.

FAA Action: Approved.

Land Use Measure #4 - Voluntary Sound Attenuation Program (page 5-24, Section 5.2.1.2)

Airport will establish a voluntary sound attenuation (insulation) program. The sound attenuation has been recommended for all other residential, commercial, and noise sensitive sites, designated as incompatible within the noise exposure area. Included with this area are approximately 1900 dwelling units both single and multi-family units) and 1 church. As part of the strategy, the County will request that an avigation easement be provided in return for sound attenuation benefits.

FAA Action: Approved.

Land Use Measure #5- Environmental Review Process (page 5-25, Section 5.2.2.1)

DeKalb County will enact an informal environmental review process to address noise impacts on new development in the vicinity of DeKalb-Peachtree Airport. The program will contain thresholds or other mechanisms to trigger an environmental review of existing or proposed development. The criteria of review should include noise and airport compatibility as input to land development.

FAA Action: Approved.

Land Use Measure #6 - Informal Building Code Revision (page 5-25, Section 5.2.2.2)

DeKalb County will provide informal guidance and information on additional sound insulating materials during the building permit process. Airport staff will work with the applicable municipal agencies to develop procedures to prevent future incompatible development within the noise exposure area. The Airport staff will also work to assure that procedures are developed to assure that any new residences constructed within the DNL 65 dB contour are adequately soundproofed at the time of construction.

FAA Action: Approved. Approved for replacement, in-fill development, and building additions. FAA does not recommend the development of new residential construction within the DNL 65dB contour, even with sound attenuation incorporated into the initial construction. It is noted, however, that since the area around this airport is fully developed, any new residential construction would be either replacement housing or in-fill housing.

Land Use Measure #7- Incorporate Findings in the Comprehensive Plan (page 5-26, Section 5.2.2.3)

DeKalb County intends to incorporate the findings and recommendations of the FAR Part 150 Noise Compatibility Study into the DeKalb County Comprehensive Plan.

FAA Action: Approved.